

Intimation.



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LIMITED.**

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**WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY.**

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

**Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT**
in PINTS and SPLITS.

**A. S. WATSON & CO.,
LIMITED.**

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

[38]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On September 10, 1910, at Shanghai, the wife of O. H. Ritter of a daughter (Lucy Elizabeth).

On September 10, 1910, at Shanghai, to Mr. and Mrs. Ad. Widmann, a daughter (Ilse Johanna).

On September 12, 1910, at Shanghai, the wife of G. Elford Gibbs, of a son.

DEATHS.

On September 1, 1910, at Swatow, John Aylward Churchill, F.R.C.S., F.R.C.P., London (only son of John Foster Churchill, Esq., J.P. Chessham, Bucks, England, aged thirty-six years).

On September 8, 1910, at Weihaiwei, Hugh Donohore, dearly beloved son of Hugh and Ethel Campbell, aged two years and four months.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 16, 1910.

HONGKONG'S ESTIMATES.

At the Legislative Council yesterday, His Excellency Sir Henry May made the customary address incidental to the submission of the annual Budget. The revised Estimates for 1910, he explained, showed that from ordinary and extraordinary revenue there was expected to yield a sum of \$5,000,000, or \$758 less than had been anticipated; while a saving of \$45,000 was counted upon on the total expenditure for the current year. These estimates, he recalled, will result in a credit balance of \$1,380, which, added to the balance of assets accrued on 31st December, 1909, will give a balance of assets on 31st December, 1910, of \$1,554,758. These figures, however, are not very interesting as they are a reflection of the losses and

predation of our Colonial rulers of finance. Of more interest are the Estimates for next year, in which a good deal of speculation is possible. Those estimates as a whole show a deficit of \$98,997. Of this \$304,000 is due to the Mongkokui Harbour of Refuge, the expenditure on which in excess of special Light Dues is chargeable to surplus balances. It is anticipated that the Imperial Government will make a contribution, as it has promised to do, in respect of the current year, towards the loss incurred by the Colony on the letting of the Opium Farm. This contribution should more than cover the deficit amounting to \$95,000, exclusive of the portion due to Mongkokui Harbour of Refuge. The Estimated Revenue for 1911 is \$7,086,383, or \$177,586 more than the approved estimate for 1910. The principal items of increase are \$155,000 under Liquor Duties, \$20,000 on Stamp Duties and \$87,000 in traffic receipts on the Railway. Decreases are under the Opium Farm, and under Postage, \$58,900. The Estimated Expenditure for 1911 is \$7,385,380, or \$333,778 more than the approved estimate for 1910. The increase in expenditure, exclusive of Public Works Extraordinary, is \$669,003, and in Public Works Extraordinary there is a decrease of \$335,257. It is to be hoped that Sir Henry May's anticipation, as to the contribution from the Imperial Government materials, for if not the Colony will be saddled with a very nasty debt balance. At any rate, there is some consolation in the fact that the Government at Home have practically given their promise to come to the assistance of Hongkong in the plight in which its finances were placed by the peremptory suppression of the opium trade—a most important factor in the Colony's trade prosperity hitherto. As for the much-needed typhoon shelter at Mongkokui, the charges are leviable on surplus balances, and this year there should be no additionally increased ordinary expenditure under this head. As regards railway matters, special interest attaches to His Excellency's explanatory statement. On the British section of the Kowloon-Canton Railway the cost of running is estimated for next year, at \$183,000, of which \$61,000 is in accordance with the usual railway practice in the first year of open lines, charged to capital. Interest on advances for construction amount to \$410,000. This is a new charge on revenue account, as such, interest has hitherto been debited to cost of construction. Another new sum of \$65,371 has been inserted under this head, being a half-year's payment of 1 per cent. to the Sinking Fund in respect of the Loan raised for advance to the Viceroy of Wuchang and for railway purposes generally. The contribution is at the rate of 1 per cent. per annum and commences with the second half of 1911. Of course, these railway charges are bound to be reduced considerably once the railway is in full working order and is earning a revenue, but in the meantime it is satisfactory to see that full allowance is being made in the Estimates for contingencies such as unexpected delays or constructional difficulties. Of other notable new public works there are provided for, *inter alia*, a new Magistracy; reconstruction of the old Western Market; an additional storey for Yau-mai School; fencing the new garden in Royal Square; rebuilding of Queen's Statue Pier; the extension of Shaikwan water-works; and the provision of an additional reservoir at West Point. Truly, the works programme for 1911 is formidable but it is none the less commendable for all that and it is only to be hoped that the Imperial Government does not leave the Colony in the lurch by withholding that promised contribution which will allow our administrators to fulfil their scheme of operations.

OPIUM "PLANTING."

In quoting our recent article on opium "planting" the *Guild Gazette*, the official journal of the Imperial Merchant Service Guild, has the following comment:—"A member of the Guild trading in Eastern waters has been good enough to send us a copy of the *Hongkong Telegraph*, where reference is made to captains and owners (the latter mostly Chinese, who it is said, could find out much more than they seem to do) who have been fined for smuggling by the crew into Singapore. We are glad to see the editor of the *Hongkong Telegraph* inclined so sympathetically towards merchant shipmasters. He evidently appreciates, as is not too frequently the case, the troubles with which they have to contend, and the unjust impositions with which they are burdened. The member who furnishes us with the copy of this article says that it hits the right nail on the head as to the 'informers' and that this kind of trick has been known all over China. He quotes the case of a junk, containing, say, ten chests of opium. In the old days a man owning one of these chests would give information about the lot; therefore, the loss of his single chest would be more than recouped by the reward he would receive for giving information which would reveal the lot. The Guild from time to time found it necessary to take up several serious cases where captains and officers have been the victims of grave injuries through being

held responsible for the offence, even though palpably innocent of it. The last case was that of Mr. W. G. Lawson, Second Officer, and Mr. McCormick, Engineer, of the s.s. *Rubi*. Official inquiries were set on foot, and the Secretary of State for Foreign Affairs was good enough to interest himself in the matter. The United States officials at Manila are not only strict, but extremely drastic in their methods, and it behoves those on board vessels reaching there, where there is the slightest possibility of an attempt to smuggle opium by people on board, to make every possible effort in searching the ship previous to arrival, and place no hindrance in the way of the Customs' endeavours to discover contraband. It seems that there is a pernicious system in vogue whereby 'informers,' that is, people knowing first hand of an attempt to smuggle, can acquaint the authorities at the port of destination. The dutiable or forbidden articles are then easily discovered on arrival, when they are confiscated and heavy fines inflicted. The 'informers' then receive his reward in the form of a share of the plunder.

LOCAL AND GENERAL.

The French Mail of the 15th August was delivered in London on 15th inst.

A SCHOOL for the study of the Japanese and Chinese languages has been established at Tieling, Manchuria on the initiative of Mr. Morita, Japanese Vice-consul, and Mr. Hsu Governor of Tieling. The opening ceremony of the school was held on the 5th inst.

THE total amount of money in circulation in Korea is estimated at about 150,000,000, comprising about 75,000,000 in new Korean nickel coins, 75,000,000 in old nickel coins, 500,000 in old coins other than nickel, and 25,000,000 in Dai-ichi Gikoku Notes, the remainder being in Japanese silver coins and notes.

CAPTAIN BAKE, of the s.s. *Newman*, has reported that, on the 10th inst., he sighted two derelict vessels as follows: A small fishing boat bottom up to Latitude 24° 14' N., Longitude 118° 20' E., i.e., off Amoy. A large junk bottom up to Latitude 24° 40' N., Longitude 119° 10' E., i.e., about 24 miles to the southwestward of Ockau.

THE *Ouro-maru*, a salvage boat, belonging to the Mitsui Bishi Yard, Nagasaki, is now surveying the position of the wrecked cruiser *Bedford*, off Quelpart Island. Measures for recovering the bodies of the officer and the men who were drowned are being devised. All the guns and other heavy objects on deck have now been discharged.

"My Lord, I'm in a position to prove that the plaintiff has been in receipt of interest to the amount of \$300 in your Lordship's pleasure," said Mr. d'Almeida in the Summary Court this morning when two joint actions were mentioned in which the plaintiff sought to recover the sum of \$400 for money lent. The *Pulvis* Lodge (Mr. Justice Haveland) made an order for instalments of \$50 to be paid monthly.

HONGKONG has apparently a peculiar attraction for the criminal class of Chinese, as is proved from time to time. This morning, one of those men was brought up at the Magistracy who, to all intents and purposes, seem to juggle with their fate. The party in question appeared on charges of housebreaking and returning from banishment; the man having been banished no less than four or five times previously and who disobeyed the order on as many occasions. The man's escapades included a savage attack on Sergeant Fowler, whom he seriously stabbed, about a year ago. The case was remanded, as the man will probably be committed to the Sessions. Inspector Kerr prosecuted.

NICOLA.

We received a visit yesterday from the advance agent for Nicola who is about to visit Hongkong with a strong cast of vanderbilt and many assistants. From the *China Gazette* (of Shanghai) we learn that "The Great Nicola Company" is the largest and most expensive company that has ever been produced in the world. Nicola himself has been trained from his earliest childhood in magic, and is a deep student of the occult science; nature seems to have especially fitted Nicola for his business, by only giving him a wonderfully inventive mind, but his hands with their long tapering fingers seem made for sleight-of-hand work. He offers a friendly challenge to the Police, and to private parties to bring their own hand-cuffs and put them on him. Nicola has had over 1,500 pairs of hand-cuffs placed upon him and has never failed to remove any of them in a very short time. He has released himself from over 200 jails scattered over the United States and Europe.

PARIMOTUEL IN TOKIO.

On Tuesday, the 6th inst., judgment was delivered in the Tokyo Chihō Banchō, in the notorious parimotuel case in which persons of high position were concerned. Namba Tokusō, who was accused of having issued parimotuel tickets, was sentenced to penal servitude for a term of six months, and to pay a fine of 100 Yen. Katsura Jiro (a younger brother of the Premier) and his wife were ordered each to pay a fine of 100 Yen. Hiro-oka (proprietor of the restaurant) and Yamamoto Eiji (leading Tokyo actor) each to pay a fine of 100 Yen, and Fuku and two other defendants each a fine of 50 Yen. *Chronicle*.

R.M.S. "BEDFORD" DISASTER.

HONGKONG'S SYMPATHY.

Though the news of the disaster to H.M.S. "Bedford" was received in the Colony with unfeigned regret and the deepest sympathy has been felt for the sufferers thereby, nothing practical has yet been done to give expression to their feelings.

We are therefore extremely pleased to learn that a representative committee has been formed, with the approval of H.E. The Officer Administering the Government, to require an entertainment the proceeds of which will be devoted to the relief of those who were dependent on the men who lost their lives in the disaster. The entertainment which will be held at the City Hall on Saturday, October 15th, will be of the variety description similar to that organised for the Typhoon Relief Fund in 1906, and will be given under the distinguished patronage of Their Excellencies The Officer Administering the Government, Major General Broadwood, C.B. and Commodore Eyer, R.N.

The following gentlemen will form the committee—

Lieut. Col. Bayard, D.S.O., The Buffs.
Lieut. Vellie, R.N.
Hon. Mr. Murray Stewart.
Hon. Mr. W. Kewick.
Mr. H. W. Robertson.
Mr. N. J. Stubb.
Mr. G. Balloch.
Mr. R. Sutherland.
Lieut. C. E. G. Davidson, Hon. Sec. and Treas.

JAPANESE SUBSCRIPTIONS FROM NAGASAKI.

Subscriptions to the extent of ¥3,000 in aid of the fund for the relief of the families of the men drowned in the *Bedford* disaster have been raised in Nagasaki by the exertions of Mr. Kitagawa, the Mayor, Mr. Iyemasa, Chairman of the Municipal Assembly, and Mr. Hashimoto, Chairman of the Chamber of Commerce. On the 4th inst. Mr. Kitagawa the Mayor, visited Admiral Winslow on the *Alacrity*, in Nagasaki harbour, and placed the money at the Admiral's disposal, the latter expressing his thanks for the sympathy of the Japanese. The *Alacrity*, with Admiral Winslow on board, *Monmouth*, and the *Minotaur* were to leave Nagasaki for Yokohama. On the way the squadron will visit the scene of the stranded *Bedford* off Quelpart. *Japan Chronicle*.

FIRE-FIGHTING APPLIANCES.

MERRYWEATHER MOTORS.

It will be remembered that, on the 12th April last, we dealt, in our editorial columns, with the subject of fire-fighting appliances in Hongkong and incidentally alluded to Singapore and Shanghai where, we stated, they have been equipping themselves with Shand and Mason motor fire engines. We have since learnt that, as a matter of fact, Merryweather motors are the only ones that have been adopted in Shanghai and in Singapore also. The firm to whom we are indebted for the corrected information, states that in Singapore they have a motor steam fire engine, a combined "Haffield" petrol motor fire engine and fire escape, and a petrol motor hose carriage.

While reverting to the subject of fire-fighting appliances, it may perhaps be usefully noted that the Northampton Corporation has just recently acquired a new motor fire engine. The engine develops 55 to 60 horse power R.A.C. rating, and is of Messrs Merryweather's own design. There are four cylinders built in pairs, and the long stroke of the engine gives plenty of power at a comparatively slow number of revolutions for a petrol engine. Dual ignition is fitted, and after starting on the C.A.V. accumulator and coil the Bosch magneto takes up the sparking. Petrol is both gravitation and pressure fed, and after starting on the gravitation supply the engine pumps up spirit for its needs. Lubrication is also on the pressure system, which insures a regular supply to all parts. There are three speeds and reverse works on the gate principle, while after putting the engine off the locomotive drive a small lever worked from the steering seat switches on to the pump. The engine is, of course, water cooled, the radiator being of a rapid cooling design built by Messrs Merryweather. The firm also construct their own carburettor, which is centrally placed, giving an equal mixture to all cylinders. The whole fire engine is electrically lighted, and small bulbs over the spark and throttle levers, etc., are an additional refinement. The machine can be run up to 35 miles an hour, and will easily take a gradient of one in seven at eight miles an hour, carrying 1,500 feet of hose and twelve men.

During the test of the engine, within the short space of two minutes a couple of seven-eighths inch jets were at work; the engine registering 140 lb. pressure, and the jets of water going up to a height of 100 ft. Then a single 1½ inch jet was used with the same pressure, the two pipes being coupled, and the water rose majestically to a height of quite 200 feet. The third and final test was with four seven-eighths inch jets with 100 lb. pressure, and too to no feat was reached. A little slip just at the finish gave some of the crowd a bit of a "drenching," but that only put a little amusement into the proceedings.

Had the finances of the Colony been in a more flourishing condition than that depicted by Sir Henry Vay yesterday in laying the Estimates for 1910, we should feel tempted to urge the purchase by Government of one or more of these up-to-date engines to supplement the present equipment of the Fire Brigade Department.

We learn that Admiral Dundee, British Naval Attaché at Tokyo, will leave Japan for England early in November. He will be replaced by Sir Donald Macdonald, who will be in Japan on business, the 1st inst. of the N.Y.K. *Shonan Maru*.

U.S. TRANSPORT "WARREN"

ASHORE NEAR MAN'CADAN ISLAND.

The transport *Warren* which sailed from Manila at one o'clock Friday afternoon went ashore sometime after midnight, of September 9, on Maricaban Island off the north coast of Mindoro, reports the *Cebu American* of 11th inst. A wire was received last night by the chief quartermaster, informing him of the accident and immediately a part of the crew of the transport *Sheridan* was divided up and placed aboard the mine planters General Knox and General Hunt and the commandant general's ship *El Agila*, which were immediately dispatched to Maricaban Island to assist in finding the *Warren*. The *General Hunt*, the largest of the quartermaster's tug, which is expected to arrive at Corregidor this forenoon, will also be sent out to aid the *Warren*. The former is equipped with wrecking apparatus and can render considerable aid in the work of pulling the transport off the reef.

There is no wireless on the *Warren* and it is presumed the message regarding the accident was sent to Batangas in a row boat, which would account for the late dispatch. The message stated there were no casualties and there was little or no damage done to the vessel.

Lieutenant E. E. Folter, assistant to the quartermaster of water transportation, and Lieutenant A. L. Bump, quartermaster of the *Dis*, sailed last night for the scene of the accident and will have charge of the vessel sent down to aid the *Warren*. In addition to the ships mentioned the naval collier *Pompey* and two lighters in tow of the tug *Mitchell* have also been dispatched.

The *Warren* stopped at Corregidor Island Friday afternoon and took on board 32nd Company of Philippine Scouts and sailed at 8 p.m. for Lucena. Among the passengers on board were: Colonel W. T. Wood, 19th Infantry, wife and daughter, Lieutenant R. S. Bambriger, Mrs. Dudley Elmer, Lieutenant W. B. Dade, Mrs. Elliott, Captain D. D. Goodman and wife, Captain F. H. Lawton and wife, Dr. George E. Nesom, Lieutenant Joseph Reist, Captain R. H. Van Deman, Lieutenant H. H. Van Kirk and wife, Mrs. Edna C. Ritchie, Miss Zilla Archney.

The latest information from the transport *Warren* announces she will probably be floated before daylight this morning. She now lies in Balatoc cove one mile west of Puerto Gallera in a land locked harbour sheltered on three sides, and about eight miles out of her course.

It is reported that at the time the accident occurred the fourth officer was on the bridge. About 3.30 o'clock Saturday morning a small tug immediately notified Captain Randall, the skipper. During the night it was so dark it was impossible to see ten feet in front of the bow and the rough sea took the vessel out of her course. The fourth officer was unable to give the skipper the position of the ship; the latter attempted to put the helm over in order to turn her back into her course and then lie to until daylight. The captain ordered a tug engine stopped and put the helm over but the ship refused to respond, so the skipper signalled for the engineer to put on steam, but still the ship refused to budge. This greatly puzzled the master who then proceeded to put on the search light when to his amazement he perceived the roof of a ship's stack about 50 yards from the port side of the tow and realized for the first time the ship was broadside on the beach. No one on board knew the vessel had been beached, there being no rocks in the vicinity of the accident and the slope of the shore being so gradual there was little or no rasping on the bottom. The transport lies with a considerable list to starboard. Her cargo has been lightered and it is expected by the officers in charge that with the assistance of the *Sheridan* which arrived there last night the *Warren* will be off the beach before daylight to-day.

The transport *Sheridan*, under the charge of Colonel Bellinger, left Manila at 4 o'clock yesterday afternoon for the scene of the accident to assist in pulling the *Warren* off shore. The *Pompey* and *El Agila*, which were sent to Mindoro Saturday night, returned to Manila yesterday.

The following telegram was received yesterday by the chief quartermaster from the quartermaster of the ship: "All efforts to float the *Warren* have been unsuccessful, will retain salvage tug and mine planters and lighters. Will discharge cargo on beach if necessary; will make efforts to float ship next high tide, about 5 o'clock this afternoon."

Colonel W. T. Wood, 19th Infantry, commanding officer of the ship, telegraphed the division commander: "The *Warren* ran aground 7.45 o'clock on the morning of September 9, on Mindoro near and west of Port Gallera, about 2 miles from and opposite Batangas. Ship lies about 200 feet from the shore. Soundings indicate one-third of length aground apparently. No damage done. Effort to pull the ship off by its own power, have failed. In my opinion ship must be unloaded and pulled off by tugs."

General Dwyall sent a dispatch to the commanding officer of the *Warren* yesterday, informing him that the 32nd Company of Scouts on board the *War* will remain at the scene of the accident reporting to Colonel Bellinger in charge of salvage operations, for the purpose of guarding public property and stores unloaded on the beach; that when the services of this company are no longer needed the troops will be sent to Camp Wilhelm using quartermaster's transportation at Batangas and Lucena; that in the meantime all transportation belonging to those two posts should be placed at the disposal of the officer in charge of the salvage operations.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day: "Manila, September 16, 1910. Order of typhoon over S. China Sea, moving W."

CANTON DAY BY DAY.

THE EXAMINER'S PARTY.

[From Our Own Correspondent.]

Canton, 14th September, 1910.
This morning a large number of visitors from America arrived to see the wonders of this City. The party, which numbered considerably over 100 assembled at the Victoria Hotel where chairs and guides had been obtained from them by the manager, Mr. H. Haynes. The morning was very fine but unfortunately at the time of writing it is pouring hard with rain, and it is to be feared that some of the visitors will not receive a good impression of Canton, for if there ever was a "wretched place on this earth" it is certainly the City of Rams on a wet day. After an hour or two of rain the streets near the river are ankle deep in water. Water drips from the multitudinous sign boards hanging from the outside of the houses while the sun is that are emitted from the drains as the water's pathway; they may be better imagined than described. However, Canton is always a favourite place with tourists and certainly members of the "Cleveland" tourist party who were here about a month ago told us that they considered Canton the most interesting city they had visited.

RAILWAY SCANDAL.

News has just reached the City of the suicide of Chao Kung Ping, the pyrameter of the sixth section of the Yuen Hui Railway. It is said that this man had recently been denounced to the Thross for misconduct and it is further stated that several thousand taels cannot be accounted for. The accounts of the section have now to undergo a rigorous scrutiny.

AN EDITOR IN HOT WATER.

The editor of the *Wing In Po*, a native journal published here daily, has got himself into hot water. He published an article some time ago on the Deliberative Council, in which one of the members thereof considered himself slandered. He therefore sent a representative to the editor asking him to publish an apology but the editor refused to do so. The Member of the Council then called on the Police Tael to force the editor to make the required apology but again the editor refused to be moved. The Tael told the matter before the Viceroy who commanded that the utmost vigour of the Press Laws should be used in dealing with this man. What will be the outcome of this is not quite plain but it is well-known here that many of the officials look with an unfavourable eye on the ever increasing hold on public opinion that the Press is obtaining. For a country like China the Press is wonderfully outspoken although it is to be regretted that certain editors give too much free play to their Oriental gifts of invective. The Press is doing a wonderful work here, however, and corrupt officials cannot have it all their own way as in past days.

CONFUCIANISM.

The schools and colleges here are beginning to prepare for the proper celebration of the Birthday of Confucius (24th Moon 24th Day). During the past year the Confucian Society have been very active in propagating the doctrines of the great Sage and it is likely that the celebrations this year will be on a grander scale than ever before. In Fuhkien some of the lower classes of the community even are preparing to celebrate the day. A match is to be erected and lectures are to be delivered orations in the works of the great philosopher. It is also intended that speeches be made relative to the present political position and the general weakness of the Empire. It is possible however that the police may veto this latter part of the programme.

MILITARY MATTERS.

The Provincial Authorities are experiencing great difficulty in obtaining recruits for the newly trained forces. After the riots at New Year large numbers of men were alarmed and sent to their native districts and it has been found impossible to recruit the regiments to full strength. The Recruiting Bureau are now considering the advisability of inviting the disarmed men back to their former duties. A local paper wisely points out that this would be a dangerous expedient for the disarmed men were certainly guilty of disloyalty and unsoldierly conduct and to fill the ranks with such men would tend to restore public confidence to the army.

LOOKING A CHAFER.

The German Consul-General has informed the Viceroy that robbers have plundered a German Mission chapel in the Wal Chow "refectory." It appears that the local officials made little or no effort to catch the offenders and the Consul has therefore demanded justice. The Viceroy has sent despatches to the effect that the officers must apprehend the offenders and see that the stolen property is restored within a certain number of days.

NEWS FROM CHIU CHOW.

The officials who preside over the government of the Chiu Chow Prefecture must be a poor set of men. A member of the Chiu Chow Chamber of Commerce has complained to the authorities here that during the past few weeks more than one hundred cases of robbery have occurred. Even the Yamen of the Chiu Chow Brigadier General has been plundered. It is said that such is the terrible state of affairs that the pawns are afraid to venture into the fields. The Viceroy has been advised by certain influential persons to hold an investigation into the conduct of the officers administering the government of the Prefecture.

THE MACAO QUESTION.

It is stated by a native report that some gentry and merchants in Canton have lately dispatched several telegrams to the British and French Governments to urge them to send a Boundary question which has been raised in connection with the Macao question. The report is that the gentry and merchants in Canton have lately dispatched several telegrams to the British and French Governments to urge them to send a Boundary question which has been raised in connection with the Macao question. The report is that the gentry and merchants in Canton have lately dispatched several telegrams to the British and French Governments to urge them to send a Boundary question which has been raised in connection with the Macao question.

THE HONGKONG COTTON
SPINNING, WEAVING
& DYING CO., LD.

ANNUAL REPORT.

The report for presentation, to shareholders at the thirtieth ordinary meeting, to be held at the offices of the general managers on Saturday, 24th inst., at 11.15 a.m., states—

The general managers beg to submit a statement of accounts covering the period from 1st August, 1909, to 31st July, 1910.

The balance at debit of profit and loss account is \$5,043.68, which, after deducting the sum of \$26,277.03 brought forward from last year, shows a net loss of \$31,320.71. It is proposed that this amount be carried forward to next year's account.

CONSULTING COMMITTEE.

During the absence of Mr. C. P. Chater, C.M.C., Sir Hormusjee Mody was invited to take his place. Sir Hormusjee Mody and Mr. J. W. C. Bonnar retire but being eligible offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. F. Meilend in the absence of Mr. W. Hutton Potts, who offers himself for re-election.

JANUARY, MATHESON & CO., LTD.,

General Managers.

Hongkong, 16th September, 1910.

BALANCE SHEET 31ST JULY, 1910.

Capital account.....\$1,000,000.00
Fundry creditors.....83,531.24
Unclaimed dividends.....4,032.30
Equalization of dividend fund.....20,000.00

\$1,097,563.54

Assets.

Property—comprising land, build-
ings and machinery.....\$1,303,507.93
Furniture, as per last ac-
count.....\$3,309.91
Since expended.....\$3.45

\$1,306,817.39

Less written off per last
report.....\$3,094.49

Sundry debtors.....1,354.63
Cash.....3,856.14
Cotton, Value of stock.....249,133.87
Yarn do.....454,291.00
Waste do.....10,019.25
Mill Stores do.....417.80
Total do.....3,492.11
Fire Insurance and taxes pertain-
ing to period after 31st July,
1910.....2,090.10
Profit and loss account.....28,733.66

\$1,097,563.54

PROFIT AND LOSS ACCOUNT.

To Loss in working.....\$51,043.68
To Remuneration to consulting
committees.....3,000.00
To Auditor's fees.....250.00

\$54,293.68

By Balance from last year.....\$16,297.93
By Transfer fees.....103.00
By Balance.....28,893.66

\$54,293.68

INTERPORT SWIMMING.

THE REFEREEING QUESTION.

The following editorial comments appear in the N. C. Daily News of 13th inst.:—Pressure upon our space prevented any comment yesterday upon the extract from the *Hongkong Telegraph* that purported to give the views of the Hongkong Swimming team on their experiences in Shanghai. The burden of these remarks was to the effect that the refereeing in two of the three events that Shanghai won was "incompetent" and "biased." We may hope for the future of this interport fixture that these statements will be repudiated by the team at large. The elementary rule of the playing field "Do not dispute the umpire" certainly carries with it a prohibition against the previously unheard-of offence of impugning an umpire's conduct to an umpire several days after an event, in the public press hundreds of miles away. This habit of imputing motives to the domain of sports is far too prevalent in the Far East and it is a matter for genuine regret that it should crop up at every turn. All the world knows the kind of team that adopts for its motto, "Win or wrangle," but we do not wish nor expect to find this element introduced into interport fixtures. The Hongkong swimming team must surely have realized that Shanghai could be relied upon to select a competent referee. That he would be unbiased it is enough to point out that he was a member of this or any other community that knows the meaning of the word sport. The statements made to support the charge of incompetency are erroneous, for the system indicated of judging the next diving, we understand, was actually adopted, although the working of it may not have been apparent to all present. If it were possible that any team of adults should not realize that competitors may disagree with an umpire's ruling, without in any way impugning the honour or competency of the latter, we should have at least expected a journal of experience to draw a veil over their possibilities rather than give publicity to them. But the charge once made had better be dealt with once and for all, in order that there may be no misunderstanding in the future.

THE 100-ton electrically operated hammer-head crane constructed by the Appleby, Cross and Transport Co., of Glasgow, for the Mitsui Bishi Dockyard, Nagasaki, was recently loaded with 100 tons, and all the tests, including lifting, swinging, etc., were most satisfactory. The barrel of the main hoisting gear is of cast iron 7 ft. in diameter, driven by a three-horsepower motor, and the barrel of the three-horsepower motor is of cast iron 7 ft. in diameter, driven by a three-horsepower motor.

"NEAT DIVING"

SHANGHAI'S YOUTHFUL CHAMPION.

The last issue of the *Shanghai Mirror* contains the following—

This week I am giving a photograph of V.O. Remedios, whose age is sixteen; rather old for a Children's Page. Is he not?—at as he is hardly a man yet, and it is difficult to tell exactly when a boy really becomes a man. I thought it would encourage some more of our Shanghai boys who are nearly his age. You know that Remedios has been on all the best meat divers of Shanghai and Hongkong in last week's *Swimming Carnival*. I am sure that all Shanghai is proud of such a magnificent diver. The Portuguese community, especially, are pleased at his brilliant victory. On the table beside him you can see his prizes. There is the small cup, (the Interport Championship) which means that Remedios is the best diver in all Hongkong and Shanghai this year. He is wearing a gold medal, which is given with the big bowl, by the Portuguese Club Union because the winner can keep the medal; but must win the bowl again another year, before he can keep it altogether.

Standing beside Remedios is his trainer, Mr. Rosemann. I am told that Remedios has only been one year in Shanghai; and only began to learn swimming eighteen months ago; and that this is his first Carnival. Also, the he is employed in the Hongkong and Shanghai Bank.

[The Shanghai champion was formerly of Hongkong.—Ed., D. K. T.]

TRADE OF NEWCHANG.

SATISFACTORY INCREASE.

We have received the following from the Newchang, Chamber of Commerce:—The following comparative statistics of the trade of Newchang, taken from the Imperial Maritime Customs Returns, for the year 1908 and 1909 will be found of interest at this time, in spite of pessimistic forecasts, the port has more than held its own.

ITEMS	1908	1909
Entered	660	821
Tonnage	631,693	790,928
Imports		
Foreign Cotton Goods		
Yarn	1,175,751	1,231,350
Fibres	63,159	91,784
Goods	203,400	207,660
Japanese		
Yarn	51,545	51,023
Fibres	12,738	18,563
Goods	3,387	6,534
Woolen Goods	6,133	10,273
Foreign Metal	1,475	1,561
Sugar	113,182	131,701
Exports		
Beans	1,105,110	1,356,510
Killing (Millet)	1,177,128	1,571,679
Other seeds & cereals	86,517	101,812
Refrigerators	4,500,332	5,347,091
Rice Oil	274,100	261,181
Oil (Fats)	7,320	6,640
DUES & DUTIES collected	1,907	1,908
Total Revenue Hk. Tael	731,723	816,733
	1,076,153	1,276,153

THE BATTLE OF MUKDEN.

A RUSSIAN ESTIMATE OF JAPANESE LOSSES.

The anniversary of the battle of Mukden, which was celebrated in Japan this year as usual, formed the occasion for articles in the Russian Press reminiscent of the late war. As is known, the correctness of the Japanese official estimate of the losses in the war has often been challenged. A Russian writer named Rosselsky gives in the *Russky Vestnik*, a military journal, an estimate of the Japanese losses at the battle of Mukden, which he claims to be approximately correct. The Japanese losses are given by official documents at 47,000 killed and wounded, but M. Rosselsky advances some data which appear to be trustworthy to prove that the real figure was 9,000 men. According to his calculations, the Japanese armies under the different generals sustained the following losses during the twenty days' battle:—

Kawamura	9,000 men
Kuroki	17,000 "
Norin	14,500 "
Oku	23,000 "
Nogi	18,000 "
Artillery, cavalry, and sappers	3,500 "

Total.....94,000 men
"This approximation," explains M. Rosselsky, "must be very close to the truth. If anything, I have erred in giving a lower rather than a higher figure. For instance, the losses sustained by Kawamura's Yalu-cheng army I have taken to be the same as those of Rennenkampf which is evidently an under-estimate. Kawamura must have lost at least 50 per cent. more. It is now clear why, despite the constant retelling of the ranks, the armies of Marshal Oyama were so weakened at the end of the Mukden conflict that they were unable to take advantage of their results and turn our defeat into a catastrophe. The strength of the enemy was quite broken up, and they were completely exhausted. This explains also the facility of the Japanese throughout the rest of the period up to the conclusion of peace at Peking."

In conclusion the author of the article raises again the question of responsibility for the retreat from Mukden and is apparently inclined to defend General Kuropatkin, whom he regards as less to blame than others.

END OF "CITY OF PEKING"

SOLD FOR SCRAP IRON.

A old Pacific Mail steamer *City of Peking*, which was so long and so favorably known on the Hongkong-Yokohama San Francisco route, is to be broken up and shipped to the East Coast as scrap iron, according to a late report received from San Francisco. Messrs. Bates and Chesebrough have purchased the *City of Peking* for \$35,000, and will take her to San Pablo where she will be broken up and loaded into sailing vessels for the eastern market. The buyers figure that they will get 25,000 tons of scrap iron out of the old vessel, which they will ship to the east in three sailing vessels. The *City of Peking* is 30 years old having been built by Burns & McEwen, Glasgow, for the P. & O. Co. She has been out of the service for a number of years.

COMMERCIAL.

RUBBER SHARE MARKET.

Hongkong, 16th September.
The Rubber Share Market has been again extremely dull and values—both for sterling and Singapore stocks—suffered a further mark-
ing down all round. This was especially the case during the week in the section comprised by Singapore dollar stocks. Another call is being made on the depleted finances of four Southern friends by a recent flotation with an invitation to subscription amounting to \$1,000,000 (Sterling). The plantations are in Indragiri, Sumatra.

The appearance of the local market can be summed up in the single phrase "a sorry one," which is further depressed by the continued drop in the price for the raw article. The long-looked-for demand for rubber by manufacturers from across the bering pond has not yet materialized and the uncertainty as to the American position has led to the cable London report that "the future of the market is most difficult to forecast."

The price of fish, Kaid Park dropped from 7/10d per lb. on the opening day of the week to 7/2d, which is the closing quotation to-day.

Anglo Malays have weakened to 24/- with sellers at a lower rate.

Allagars were sold at 5/- and 4/6, closing quiet.

Eastern Internationals, during the early part of the week, were placed at 16/6 and 16/3 and later at 15/-, and at the close are quiet at 14/-.

Linggis are on offer at 5/6 without business to report.

London Ventures were sold at 5/0 during the early part of the week, and later a fair business was done at 6/6 and 6/0; the market, however, closing weaker with no buyers at quotation.

Meilimaus can be had at the reduced rate of 7/3.

Ledburys have declined to 75/- at which price they can probably be had.

London Asiatics have weakened to 12/- at which rate they are on offer.

Targhs have been dealt in at 31/- closing quiet.

United Erdhys have further weakened and are off 1/6 at the reduced rate of 117/6.

United turatias after sale at 10/- are again obtainable at the price.

Brisams are quiet and without business to report at 7/3.

Anglo-Javans are nominally quoted in the North at 11/8.

Blizowies are easier and can be obtained at 5/-.

Changkai Sirdangs have been dealt in at 11/0 and 11/6, closing, with probable buyers from Singapore at 11/3.

Per Panas are wanted in Singapore at 50/-.

P. J. ms remain unchanged at 2/-.

Gleceaus after sale at \$1.10 have declined to \$1 without further business to report.

Indragiris can probably be sold to Singapore at the slightly reduced rate of 16/6.

Pegohs have weakened to 18/- at which price they close steady.

Sandycrofts are also weaker and buyers from Singapore only offer 35/-.

Singapore and Johore remain quiet at 14/- without business to report.

United Sirdangs have no sellers at 11/-.

Ayer Kunings are unchanged.

Panais come weaker with sellers at 11/-.

Elphastons have buyers in Singapore at 5/-.

Alor Gajahs have weakened and buyers only offer \$1.75.

New Serendangs continue in favour at \$2.

Exchange.—The Bank's closing "T" quotations are as follows:—

On London.....1/9 9/16
" Shanghai.....74 1/2
" Singapore.....76 1/2

ELLIS & ELLIS.

YARN MARKET.

Hongkong, 16th September.

Since our last report on the 3rd inst. per a.s. *Arvidia* the notable feature in our yarn market was a good demand in the early part of the fortnight in No. 20s yarn, and some well known chaps have changed hands at last rates while nominal business has passed in other counts.

The inquiry from our countrymen is very lively and large stocks remain unaltered and unsold and there is much complaint about overdone contracts.

Owing to a firm tone in the exchange and very quiet feeling in the country, our market continues dull and under the present circumstances it is difficult to form any definite idea of the near future, as, by this time, every year, there is sure to be a very good demand from our country, but at present we find it quite the contrary which is mainly due to the stringency of the money market, hence the clearance is slow and we close with a weak tendency.

Total sales 4,500 bales.
Unsold stocks 4,000 bales.

Sold but not delivered in the godown and to arrive 35,000 bales.

Arrivals.—The mail steamer *Delhi* and extra steamer *Ceylon* from Bombay, and the *Lightning*, *Narva* and *Luzon* from Calcutta have brought in 6,378 bales for Hongkong, and 1,374 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports, etc., amount to about 2,000 bales.

Shanghai.—Yarn at Shanghai, after the last fortnight are reported very low and the general tone of the market there is weak and quiet.

Japanese Yarn.—About 750 bales of No. 20s have been placed on the market, at prices ranging from \$16 to \$15; and 70 bales of No. 10 at \$16.

Local Mill.—No sales.
Cotton.—Bengal.—There has been no business in this staple for a very long period, owing to the stringency of the money market, hence the clearance is slow and we close with a weak tendency.

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COMMERCIAL.

15th September, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E.S. Kadoorie & Co.:—

Alla	51/6
Anglo-Java	114 9
Anglo-Malaya	74 1/2
Highland	13
Batu Tiga	103 1/2
Lartams	7/0
Rukit Kajangs (pp.)	59/
Bukit Rajahs	20/-
Carey United	20/-
Castlefields	117 1/2
Changkai Sirdangs	11
Cheras (part paid)	99
Da (fully paid)	300
Damansaras	150/
Eastern Internationals	14 1/2
Fed. Salangans	14 1/2
Gleceaus	52
Glenashale	117 1/2
Colconades	117 1/2
Golden Hopes	117 1/2
Highlands and Lowlands	117 1/2
I. div. 1st	34 1/2
I. div. 2nd	34 1/2
I. div. 3rd	34 1/2
I. div. 4th	34 1/2
I. div. 5th	34 1/2
I. div. 6th	34 1/2
I. div. 7th	34 1/2
I. div. 8th	34 1/2
I. div. 9th	34 1/2
I. div. 10th	34 1/2
I. div. 11th	34 1/2
I. div. 12th	34 1/2
I. div. 13th	34 1/2
I. div. 14th	34 1/2
I. div. 15th	34 1/2
I. div. 16th	34 1/2
I. div. 17th	34 1/2
I. div. 18th	34 1/2
I. div. 19th	34 1/2
I. div. 20th	34 1/2
I. div. 21st	34 1/2
I. div. 22nd	34 1/2
I. div. 23rd	34 1/2
I. div. 24th	34 1/2
I. div. 25th	34 1/2
I. div. 26th	34 1/2
I. div. 27th	34 1/2
I. div. 28th	34 1/2
I. div. 29th	34 1/2
I. div. 30th	34 1/2
I. div. 31st	34 1/2
I. div. 32nd	34 1/2
I. div. 33rd	34 1/2
I. div. 34th	34 1/2
I. div. 35th	34 1/2
I. div. 36th	34 1/2
I. div. 37th	34 1/2
I. div. 38th	34 1/2
I. div. 39th	34 1/2
I. div. 40th	34 1/2
I. div. 41st	34 1/2
I. div. 42nd	34 1/2
I. div. 43rd	34 1/2
I. div. 44th	34 1/2
I. div. 45th	34 1/2
I. div. 46th	34 1/2
I. div. 47th	34 1/2
I. div. 48th	34 1/2
I. div. 49th	34 1/2
I. div. 50th	34 1/2
I. div. 51st	34 1/2
I. div. 52nd	34 1/2
I. div. 53rd	34 1/2
I. div. 54th	34 1/2
I. div. 55th	34 1/2
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I. div. 60th	34 1/2
I. div. 61st	34 1/2
I. div. 62nd	34 1/2
I. div. 63rd	34 1/2
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I. div. 65th	34 1/2
I. div. 66th	34 1/2
I. div. 67th	34 1/2
I. div. 68th	34 1/2
I. div. 69th	34 1/2
I. div. 70th	34 1/2
I. div. 71st	34 1/2
I. div. 72nd	34 1/2
I. div. 73rd	34 1/2
I. div. 74th	34 1/2
I. div. 75th	34 1/2
I. div. 76th	34 1/2
I. div. 77th	34 1/2
I. div. 78th	34 1/2
I. div. 79th	34 1/2
I. div. 80th	34 1/2
I. div. 81st	34 1/2
I. div. 82nd	34 1/2
I. div. 83rd	34 1/2
I. div. 84th	34 1/2
I. div. 85th	34 1/2
I. div. 86th	34 1/2
I. div. 87th	34 1/2
I. div. 88th	34 1/2
I. div. 89th	34 1/2
I. div. 90th	34 1/2
I. div. 91st	34 1/2
I. div. 92nd	34 1/2
I. div. 93rd	34 1/2
I. div. 94th	34 1/2
I. div. 95th	34 1/2
I. div. 96th	34 1/2
I. div. 97th	34 1/2
I. div. 98th	34 1/2
I. div. 99th	34 1/2
I. div. 100th	34 1/2

Para Rubber.....7 1/2 per lb.

Linggis have declared an interim dividend of 1/-.

STEAMSHIP ACCIDENT.

SECOND OFFICER KILLED.

The N. Y. K. steamer *Sunabimaru*, which arrived at Moll on Wednesday, the 7th instant, from Keelung, Formosa, brought news that the *Ryofu-maru*, a steamer owned by Mr. Harada, of Osaka, whilst on her way from Hongkong to Nagasaki, was caught in a violent storm near Formosa on the 1st and 2nd instant. The steamer had some of her boats carried away by the high seas and lost two anchors. During the storm the second officer was killed. The vessel managed to reach Keelung on the 3rd instant, and take shelter there.

Events Coming.

Friday,

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to Alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
	"ALLAN LINE" FRIDAY, JAN. 13TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 445.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA WEIHAIWEI	CHEONGSHING	TUESDAY, 20th Sept, Noon.
SHANGHAI	LOKSANG	TUESDAY, 20th Sept, Noon.
SINGAPORE, PENANG & CALUTTA LAISANG	YUENSANG	TUESDAY, 20th Sept, Noon.
MANILA	YUENSANG	FRIDAY, 23rd Sept, 4 P.M.
MANILA	LOKSANG	FRIDAY, 23rd Sept, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 20th Sept, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers Kutsang, Namang and Fookang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Gueico, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 16th September, 1910.

General Managers.

[8]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
HONGKONG & HAIPHONG	"SIAGAN"	18th Sept, Daylight.
SHANGHAI	"LIAN"	18th Sept, Daylight.
PUKOW	"JEN CHIN"	19th Sept, Noon.
MANILA, ILOILO & CEBU	"KAMING"	19th Sept, 4 P.M.
ILLOILO & CEBU	"KAIPOK"	21st Sept, 4 P.M.
SHANGHAI	"CHIYU"	22nd Sept, 4 P.M.
CHIEFOO & TIENTSIN	"KUIKOW"	25th Sept, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	30th Sept, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SHEW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SHEW STEAMERS (Anhui, Chong, Linan, Chinghai.)

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 16. Hongkong, 16th September, 1910.

Agents.

[9]

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

SAIRO 1540 A. Fraser MANILA SATURDAY, 17th Sept, at Noon.

ROD 1540 R. Rodger MANILA SATURDAY, 24th Sept, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Telephone No. 16. Hongkong, 16th September, 1910.

Agents.

[14]

OSAKA SHOSEN KAISHA.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO. HAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept, at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO. HAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMU via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 18th Sept, at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kasei Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 873.00. 2nd Class. 555.00. 3rd Class. 227.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First-class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th September, 1910.

S. HIROI, Manager.

[6]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KITANO MARU, Capt. F. K. Ope, Tons 9300. IYU MARU, Capt. H. Takeji, Tons 7300. HIRANO MARU, Capt. H. Fraser, Tons 9300.	WED'DAY, 28th Sept, at Daylight. WEDNESDAY, 12th Oct, at Daylight. WEDNESDAY, 26th Oct, at Daylight.

VICTORIA, B.C. & SEATTLE { KAMAKURA MARU, Capt. J. Nagao, Tons 7055 } SATURDAY, 8th Oct. From KOBE.

VICTORIA, B.C. & SEATTLE { INABA MARU, Capt. K. Kawa, Tons 7000 } TUESDAY, 11th Oct, at Noon.

via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA { TAMBA MARU, Capt. K. Sato, Tons 7050 } 8th Nov, at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY, YAWAT MARU, Capt. T. Sekine, Tons 5300 } FRIDAY, 30th Sept, Noon.

ISLAND, TOWNVILLE and BRISBANE { NIKKO MARU, Capt. M. Yagi, Tons 6000 } FRIDAY, 25th Oct, at Noon.

SINGAPORE, COLOMBO & BOMBAY { TOSA MARU, Capt. Y. Nomura, Tons 7000 } SATURDAY, 21st September.

SHANGHAI, MOJI & KOBE { BOMBAY MARU, Capt. Teranaka, Tons 5000 } THURSDAY, 29th September.

NAGASAKI, KOBE and YOKOHAMA { NIKKO MARU, Capt. M. Yagi, Tons 6000 } WEDNESDAY, 28th Sept, at Noon.

KOBE and YOKOHAMA { TANGO MARU, Capt. A. Christensen, Tons 8200 } THURSDAY, 20th Sept, at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120 \$110 \$100 \$90

2nd ".....\$ 80 \$ 70 \$ 60 \$ 50

With option of rail between calling ports in Japan.

Connecting with THE GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KURUMOTO,

Manager.

[1]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain D. W. H. Snow, carrying His Majesty's mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 17th September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moltis*, 9,631 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, where the R.M.S. *Perla* will be conveyed via Bombay for the R.M.S. *Perla* due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th September, 1910.

[4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS,"

Captain Hood, will be despatched as above TO-MORROW, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th September, 1910.

[570]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"OARNARVONSHIRE,"

Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 30th August, 1910.

[575]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, On arrival

Superic 6,712 F. S. Cowley 17th Sept.

Kawachi 6,212 G. B. McGill 20th Oct.

Aymerie 4,853 J. Boyd 10th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 8th September, 1910.

[14]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUZ CANAL.

(With Liberty to Call at Major Ports.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th September, 1910.

[14]

Shipping—Steamer.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Lahad Dato, Labuan, Jolo and Manado.

THE Steamship

"BORNEO,"

Captain F. Sembli, (ready to load on Monday a.m.) will leave on TUESDAY, the 20th inst, at 9 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELOHORS & Co., General Agents.

Hongkong, 15th September, 1910.

[7]

Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark,

FEAR

<i>Anthony, Mr. & Mrs.</i> <i>Anthony, Dr.</i> <i>Anderson, Miss</i> <i>Bates, Mr.</i> <i>Baker, Col.</i> <i>Brandford, Mrs.</i> <i>Bell, Capt. R.A.M.C.</i> <i>Bowdler, Mrs.</i> <i>Britton, Miss</i> <i>Davies, Mr.</i> <i>Dunneason, Mr. & Mrs.</i> <i>Dutton, Mr.</i> <i>Edwards, Mr. and Mrs.</i> <i>Fayers, Sir Joseph and Lady</i> <i>Flach, Capt. and Mrs.</i> <i>Frisk, F. A.</i> <i>Gell, J.</i> <i>Guthrie, Capt. & Mrs.</i> <i>Hazeland, F. A.</i> <i>Highton, Esq.-Comdr.</i> <i>Hind, W. B.</i> <i>Hitchcock, Ms. & Mrs.</i> <i>Hockaday, W. T.</i> <i>Hodgins, Mrs.</i> <i>Hogg, Mrs.</i> <i>Hoggar, Rev.</i> <i>Jack, Miss</i> <i>Jack, P.</i> <i>Johnston, Mr. and Mrs.</i> <i>Kirk, Mr.</i> <i>Kirk, Mrs. John</i> <i>Kilmarek, P.</i> <i>Kobischmidt, Vt & M's</i>	<i>Landar, Dr. (Bishop of Victoria)</i> <i>Lander, Lt. Col.</i> <i>Lydden, Capt. & Mrs.</i> <i>Mann, M. M.</i> <i>May, Mr.</i> <i>McLean, Mrs.</i> <i>McNeur, Mr. and Mrs.</i> <i>Moore, Mrs.</i> <i>Nelson, Mrs.</i> <i>Pago, Mrs.</i> <i>Parsons, H. R.</i> <i>Perkins, Miss</i> <i>Perkins, Mr. and Mrs.</i> <i>P. L.</i> <i>Parry, Lt. R.A.M.C.</i> <i>Piggy, Sir Francis</i> <i>Probyn, R.A.M.C. Major</i> <i>Robinson, Mr. & Mrs.</i> <i>Rossier, Mrs.</i> <i>Sinclair, A.</i> <i>Stacpole, Lt.-Col.</i> <i>Sutherland, Mr.</i> <i>Thomson, Rev. & Mrs.</i> <i>Thornhill, Rev.</i> <i>Topin, J.</i> <i>Twinn, Capt. and Mrs.</i> <i>Warring, Capt.</i> <i>Whiston, W.</i> <i>White, Mr. and Mrs.</i> <i>Willford, F. C.</i> <i>Wrigley, Lt. Col. & Mrs.</i> <i>Wright, Mr. and Mrs.</i>																																																																																																																																
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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$150,000	\$2,010,000	£2 for first half year ending 30.6.10 @ ex 1/4 = \$21.45	5 %	{50 1/2 £27 1/2 ex div.
National Bank of China, Limited.....	99,995	£7	£6	{ £4,000 \$1,000	\$30,552	\$2 (London 1/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$14,583 \$202,792 \$185,000	none	\$10 for 1908	6 %	\$100
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 225,000 Tls. 215,182 Tls. 210,000 \$2,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ £1,234,848 \$1,203,849 \$711,985 \$1,000,000	\$287,084	{Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	{18.0 nominal \$30 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$199,264	\$707,617	{£12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$20,000 \$20,168	\$4,8406	\$6 and bonus \$2 for 1908	7 %	\$116 sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$1,400,000	\$426,218	\$27 for 1908	8 %	\$355 buyers
SHIPPING.								
China and Manila Steamship Company, Limited...	20,000	\$25	\$25	{ £57,743 \$250,000 \$100,000	Dr. \$3,717	\$2 1/2 for 1906	...	\$5.0 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$250,000 \$250,000	nil	\$2 1/2 for year ending 30.6.1908	...	\$25 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ £1,500,000 \$15,000,000 \$150,000 \$150,000	\$29,766	Dividend of \$1 1/2 for 30.6.10	8 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,100	£ 537.82	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$60 sellers
Do. (Deferred)	60,000	£5	£5	£710,000	£129,994	3rd ln. of 2/- per sh. (comp. No. 12) making in all 4/- for 08 & interim of 1/- for ac. 09	5 %	87/- sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £710,000 £1,000,000 £71,350 £62,481	\$1 159	{A dividend of 7 % for yr. ending 30.4. 1910 & bonus of 5 %	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$62,481			4 1/2 %	\$10 sales
REFINERIES.								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	{ \$1,000,000 \$31,610	Dr. \$7,000	\$10 per share for 1909	6 %	\$160 ex div.
Lured Sugar Refining Co., Ltd.	7,000	\$100	\$100	none	Dr. \$115,393	\$3 for 1897	...	\$25 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £215,000 £12,383	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Tls. 16 Pa. 10
Raub Australian Gold Mining Company, Limited {	150,000	£1	18/10	£1	none	\$1 per share 1910 dividend	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$4.15 ..	...	\$27 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$2,093 \$20,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$5
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$25,000 \$25,000	\$13,775	No dividend paid this year	...	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 60,857 Tls. 10,000	Tls. 6,26	Final of Tls. 3 making Tls. 6 in all for 1. 9/10	6 1/2 %	Tls. 75
Shanghai and Hongkew Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	{ Tls. 60,857 Tls. 10,000 Tls. 24,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 112
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000	\$24,75	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$12,000	\$1,177	\$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	\$100 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$27.9	Final of \$1 making \$7 for year end 31.1.09	7 %	\$75 buyers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$150,000	\$1,471	45 cents for 1909	6 %	\$8 sellers
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$30	none	\$2.9	\$2 1/2 for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,250,045 Tls. 30,000	Tls. 63,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,951	{Final of \$1.85 making in all 3.80 per share for 1909	8 1/2 %	\$39
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 40,098	\$10,991	Tls. 21 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$125,000 \$125,000	\$9,552	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	\$4,872	Tls. 7 1/2 for year ending 31.9.09	12 %	Tls. 55
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 55
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 10,171	Tls. 21,171	Tls. 25 for 1909	10 %	Tls. 200
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £40,000	£208	15 % per share for 1908	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000	\$2,411	60 cents for 1909	6 %	\$9 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$50,000 \$50,000	\$2,002	10 cents for year ended 28.2.06	9 %	\$140 sellers
Do. Do. Special shares	50,000	\$1	\$1	{ \$50,000 \$50,000	\$2,002	80 cents for 1909	9 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000	\$1,897	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000	\$4,890	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$4 70 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$12,000 \$12,000	\$1,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$60,000 \$60,000	\$1,798	Final of \$8 for 1909	6 %	\$135
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000	\$1,798	Final of \$1 making in all \$2 for 1909	9 %	\$21 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 51,024 Tls. 51,024	Tls. 216,082	Interim dividend of Tls. 1 1/2 15th March Tls. 1 1/2 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 2,300 s.
Matschappij of Mijl, Bosch- en Landbouwen plaat in Langkat, Limited.	25,000	Gd. 100	Gd. 100	{ \$20,000	\$8,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 ..	5 1/2 %	{\$151 sellers \$18 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 2,821 Tls. 100,000	Pa. 18,640	None	...	\$18 sellers
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 2,821 Tls. 100,000	Tls. 2,450	No dividend this year	2 %	Tls. 140
Société des Papiers et Papeteries du Tonkin.....	{ 13,300 Benefit shares 1,300	50 Halpung Nominal	25 Currency ...	none none none	none none none	First year	...	\$20 sellers \$500 HK\$000 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$1,000	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$27,56	10 % for year ending 31st May 1910	10 %	\$27 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$50,000	none	60 cents for year ending 31.12.08	8 %	\$1 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$10,000	\$324	60 cents per ord. share for year ending 31.5.09	5 %	\$124 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$100,000	\$1,041	35 cents for 1909	11 %	\$5
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000	\$2,013	3 % for 1909	...	\$61 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$78	None	...	\$14 buyers

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

(499)

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 11th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

(50)

Intimations

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

NEW SHOP!
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OFRARE JEWELS,
&c., &c., &c.MOHIDEEN &
CO.Dealers in
CEYLON PRECIOUS
STONES, &c.,38 & 40, QUEEN'S ROAD
CENTRAL.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
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Telegraph* (daily and weekly issues) will be as
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WEEKLY—\$15 per annum.The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.The daily issue is delivered free when the
address is accessible to messenger. For
subscribers who have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.20
per quarter is charged for postage.The postage on the weekly issue to any part
of the world is 30 cents per quarter.
Single Copies, Daily, 10 cents. Weekly,
twenty-five cents (for cash only).

(PAYMENT IN ADVANCE)

There will be no rebate to Missionary
subscriptions as heretofore.By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1908.PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. and 9 p.m. 6.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 1.15 p.m., 11.30 p.m. and
11.45 p.m.SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA ROAD, and
One Victoria Road Central.JOHN D. HUMPHREYS &
General Managers
Established in 1881.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS
from Shanghai, 181, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455,

(ESTABLISHED 1881)

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At the Legislative Council yesterday, His Excellency Sir Henry May made the customary address incidental to the submission of the annual Budget. The revised Estimates for 1910, he explained, showed that from ordinary and extraordinary revenue there was expected to yield a sum of \$6,909,069, or \$728 less than had been anticipated; while a saving of \$45,062 was counted upon on the total expenditure for the current year. These estimates, if realised, will result in a credit balance of \$1,589, which, added to the balance of assets accrued on 31st December, 1909, will give a balance of assets on 31st December, 1910, of \$1,354,758. These figures, however, are not very interesting unless as an evincement of the acumen and precision of our Colonial rulers of finances. Of more interest are the Estimates for next year, in which a good deal of speculation is possible. These estimates as a whole show a deficit of \$298,927. Of this \$204,000 is due to the Mongkoktsui Harbour of Refuge, the expenditure on which in excess of special Light Dues is chargeable to surplus balances. It is anticipated that the Imperial Government will make a contribution, as it has promised to do, in respect of the current year, towards the loss incurred by the Colony on the letting of the Opium Farm. This contribution should more than cover the deficit amounting to \$95,000, exclusive of the portion due to Mongkoktsui Harbour of Refuge. The Estimated Revenue for 1911 is \$7,086,383, or \$177,586 more than the approved estimate for 1910. The principal items of increase are \$125,000 under Liquor Duties, \$20,000 on Stamp Duties and \$87,000 in traffic receipts on the Railways. Decreases are under the Opium Farm, and under Postage, \$68,900. The Estimated Expenditure for 1911 is \$7,385,320, or \$433,778 more than the approved estimate for 1910. The increase in expenditure, exclusive of Public Works Extraordinary, is \$569,093, and in Public Works Extraordinary, there is decrease of \$355,225. It is to be hoped that Sir Henry May's anticipation as to the contribution from the Imperial Government materials, or if not the Colony will be saddled with a very nasty debit balance. At any rate, there is some consolation in the fact that the Government at Home have practically given their promise to come to the assistance of Hongkong in the plight in which its finances were placed by the peremptory suppression of the opium trade—a most important factor in the Colony's trade prosperity hitherto. As for the much-needed typhoon shelter at Mongkoktsui, the charges are leviable on surplus balances, and this year there should be no additionally increased ordinary expenditure under this head. As regards railway matters, special interest attaches to His Excellency's explanatory statement. On the British section of the Kowloon-Canton Railway the cost of running is estimated for next year at \$183,000, of which \$67,000 in accordance with the usual railway practice in the first year of open line, charged to capital. Interest on advances for construction amount to \$410,000. This is a new charge on revenue account, as such, interest as hitherto been debited to cost of construction. Another new sum of \$65,371 has been inserted under this head, being a half-year's payment of 1 per cent. to the Sinking Fund in respect of the Loan raised for advances to the Viceroys of Wuchang and for railway purposes generally. The contribution is at the rate of 1 per cent. per annum and commences with the second half of 1911. Of course, these railway charges are bound to be reduced considerably once the railway is in full working order and is earning a revenue, but for the meantime it is satisfactory to see that all allowance is being made in the Estimates for contingencies such as unexpected delays or constructional difficulties. Of other notable new public works there are provided for, *inter alia*, a new Magistracy, construction of the old Western Market, an additional storey for Yau-mai School, enclosing the new garden to Royal Square, building of Queen's Statue Plaza, the new provision of Shamkwan water works, and the provision of an additional passenger car for the Victoria Ferry. The works programme for 1911 is formidable but it is none the less commendable for all that, and it is to be hoped that the Imperial Government will not have the Colony's constructional budget for next year.

THE MOTOR-CAR CASE

things just as they are, in spite of the fact that some of the things which the plaintiff did were quite wrong. If it is higher, the case will be dismissed, thus saving the national treasury the cost of the trial and the time it will take to be said in the plaintiff's favor, but had plaintiff refused the defendant to the extent of \$5,000, he had a loss on it for his work done on it. It may be said to have been in self-defense. Other decisions would probably have been a very costly litigation. For further, the defendant's people seem to me to entirely to win. Therefore it is that the plaintiff must have consent on the counterclaim; and I judge the cost of this while the case is in the trial following its terms which are the only ones on an effective attack has been made. It is for the horse; \$456.67 approved 1915 new price—\$374.00.

Mr. Alabaster—I ask for a stay.

It is Lordship—Why?

Mr. Alabaster—Your Lordship has indicated your judgment.

It is Lordship—Oh, no, I only said I had to a judgment of some sort.

Mr. Alabaster—Under any circumstances, we have to have had judgment on the counterclaim.

Mr. Slade—We have been staved off for about two years and we ought not to have any damages placed on a stay.

It is Lordship—I may say the damages on counterclaim are only nominal.

Stay was refused.

Later in the morning, his Lordship intimated he would allow the defendant \$450 in respect of damages for the horse, as it had overtaken the plot.

**HARTFORD BANK OF INDIA,
AUSTRALIA & CHINA.**

INTERIM DIVIDEND DECLARED.

The manager of the Chartered Bank of India, Australia and China informed us this morning that a telegram from his head office advising that the directors have declared an interim dividend for the half year ending 30th June at the rate of 1 1/2 per centum free of income tax.

THE APPROPRIATION BILL.

MR. GONKONG'S EXPENDITURE FOR THE COMING YEAR.

The Bill entitled an Ordinance to apply a sum not exceeding six million and forty-two thousand five hundred and forty-three dollars the Public Service of the year 1917, was read for the first time at the Legislative Council meeting Thursday. The following expenditure for the coming year is provided:

General Secretary's Despatch and	\$ 847 4
Legislative	75 00

about the world entering into

Mayor Macfar's Department.....	218,373
Alarm Ladders and Lighthouses.....	12,500
Special Expenditure.....	22,951
Secretary.....	15,729
Technical and Social Service.....	15,717
Judicial and Legal Departments.....	2,741
Police Officers—Special Expenditure.....	750,470
Police and Prison Departments.....	5,000
Fire Brigade, "Special" Expenditure.....	150,878
Medical Departments.....	303,882
Military Department.....	30,000
Sanitary Department, "Special" Expenditure.....	4,041
Natural and Forestry Department.....	161,397
Unlabeled Expenditure.....	47,810
Volunteers.....	552,458
Public Works.....	4,600
Public Works Department.....	1,086,000
Public Works, Extraordinary.....	456,807
Post Office.....	511,276
London-Canton Railway.....	24,177
Charge on account of Public Debt.....	214,700
Unlabeled.....	24,138
Charitable Services.....	5,474,143

THE BATTLE OF MUKDEN.

RUSSAN ESTIMATE OF JAPANESE LOSSES.

The anniversary of the battle of Mukden, which was celebrated in Japan this year as a triumph, formed the occasion for articles in the Russian Press reminiscent of the late war. It is known, the correctness of the Japanese official estimate of the losses in the war has often been challenged. A Russian military attaché, Rostsky gives in the *Russkaya Voennoye Izoobrazheniye*, an official journal on a theme of the Japanese losses at the battle of Mukden, which he claims to be approximately correct. The Japanese losses are given by official documents as 4,000 killed and wounded, but Rostsky advances some data which appear to be trustworthy to prove that the real figure was 9,000 men. According to his calculations, the Japanese armies under the command of General Oyama sustained the following losses during the twenty-day battle:

Kawamura.....	9,000 men
Kurohira.....	17,000
Araki.....	4,500
Ogura.....	10,000
Artillery, cavalry, and support.....	3,500
Total.....	94,000 men

"This approximation," explains Mr. Rostsky, "must be very close to the truth. If anything, have to give a lower rather than a higher figure." For the sake of the Russian reader, it is worth noting that the Japanese losses for the same battle as given by the Japanese official estimate is evidently an under-estimate. Kawamura must have lost at least 10,000 men, and

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In conclusion the author of the article wants to state the absence of historical basis for the statement from Akiba and Kaprielov's opinion about the delay General Katerinich, whom they tried to kill to blame their failure.

APPENDIX

INTERPORT SPORTS

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The Budget Speech.

HONGKONG'S FINANCIAL POSITION.

PROGRAMME OF PUBLIC WORKS.

15th inst. In connection with the first reading of the Appropriation Bill by the Legislative Council this afternoon, His Excellency the Governor, administering the Government, addressed the Council as follows:

Gentlemen.—The papers which have been laid on the table in connection with this Bill show that the revenue for 1910 of ordinary and extraordinary revenue is expected to yield \$5,038,000 or \$728 less than was expected, while a saving of \$15,061 is expected on the total expenditure for the current year. These estimates, if realized, will result in a credit balance of \$1,589,000, added to the balance of assets accrued on 31st December, 1909, will give a balance of assets on 31st December, 1910, of \$1,354,750.

The estimates for 1911 as a whole show a deficit of \$2,093,000. Of this \$2,093,000 is due to the Mongkok Harbour of Refuge, the expenditure on which in excess of special Light Dues is chargeable to surplus balances. It is anticipated that the Imperial Government will make a contribution, as it has promised to do, in respect of the current year, towards the loss incurred by the Colony on the letting of the Opium Farm. This contribution should more than cover the deficit amounting to \$95,000 exclusive of the portion due to Mongkok Harbour of Refuge.

The estimated revenue for 1911 is \$7,638,583 or \$177,583 more than the approved estimate for 1910.

The principal items of increase are \$155,000 under liquor duties, \$20,000 on stamp duties, and \$70,000 in traffic receipts on the Railway. Decreases are under the Opium Farm with the particulars of which you are familiar and under postage—\$58,900—which I shall presently explain.

The estimated expenditure for 1911 is \$7,958,500 or \$13,778 more than the approved estimate for 1910. The increase in expenditure exclusive of Public Works Extraordinary is \$65,000 and in Public Works Extraordinary is a decrease of \$13,778. Special Land Redemption is added to Public Works Extraordinary for 1910.

The principal items of increase to which I need draw your attention are as follows:—Colonial Secretary's Office.—An increase of \$7,000 (in round figures) is principally due to the addition of 2 clerks.

Audit Department.—\$3,000 in round figures is due to a re-organization by which both revenue and expenditure will henceforth be audited in the Colony, instead of the revenue only. The special audit staff will be drawn as heretofore from Somerset House and the Colony will still have to bear a share of the expenditure at Head Quarters, on account of general supervision.

Harbour Department.—Under special expenditure there is an item of \$10,000 for installation of Matthews incandescent oil burners for lightships by which a large economy, with increased efficiency, in consumption of oil is anticipated.

Miscellaneous Services.—An addition has been made of \$15,000 to the item redemption of subsidiary coin. This item has been underestimated by that amount in the past. This item of increase is partly balanced by disappearance of the item—Refunds of Revenue—which are now deducted from receipts.

Law Officers.—An increase of \$4,000 (exclusive of special expenditure of \$1,500) in round figures is shown for the Crown Solicitor's Office in consequence of the Secretary of State's decision to employ a future Crown Solicitor without private practice.

Police Department.—An increase of \$3,000 is due principally to the addition of 1 lance sergeant for detective work at Yau-mai and to the larger number of language allowance earned by Indian Police.

Fire Brigade.—An addition of \$500 is made to provide for additional street fire alarms.

Medical Department.—The net increase of \$3,000 is principally due to addition of a Second Assistant Analyst in connection with collection of Liquor Duties.

Sanitary Department.—A net increase in recurrent expenditure is shown of \$5,000 more than half of which is due to the additional staff required to take over the disposal by the Department of refuse. This re-organization entails a special expenditure of \$20,000. The details of the scheme are set out in the appendix. The scheme will, it is anticipated, prove more economical and more efficient than the system of letting the removal of the refuse out to contract.

Education Department.—A net increase of \$7,000 is shown. This is due partly to re-organization on the Education Committee's report which was laid on the table some time ago whereby provision is made for three new schools (\$1,000) at which English will be taught and to the addition of about \$3,000 to grants to be made owing to increases in grants earned. There are also increases in the staff of the Bellis School which, with other charges, account for the balance. It is to be remembered that since 1908 increases in school fees have produced \$5,000 additional annual revenue.

Volunteers.—An increase of \$3,000 under this heading is accounted for by the provision made for supply of rifles to the Volunteer Reserve.

Public Works Department.—A net increase of \$18,000 is shown of which \$15,000 is due to new posts, as follows:—1 surveyors \$8,000 and one assistant engineer \$4,000 with one or two minor charges. The latter is a temporary appointment to expedite works in hand.

Post Office.—As the result of correspondence with the Imperial Government initiated by Sir F. Lugard it has been decided that the Imperial Post Office will take over the Postal Agencies in China, hitherto managed by the Hongkong Post Office. The result will be a saving in expenditure next year as follows:—Personal Emoluments \$48,000, Other Charges \$3,000, stamps, loss on exchange, &c. \$3,000.

The net result of the change, however, in 1911 is a loss to the Colony inasmuch as transit charges in arrears will have to be paid while no revenue can be expected.

The net results for 1910 and succeeding years may be summarized as follows:—Revenue from all sources, \$135,500. Expenditure including Military Contribution and subsidy to P. & O. mail, 227,500. Annual loss and therefore future saving, 97,000. In 1911, however, transit charges will be 130,000. Against this must be set the Imperial Contribution of \$47,000 on account of 1910 as shown in the Estimates and when ever sum may possibly be realized by the transfer of buildings in Shanghai and other property to the Imperial Government say about \$60,000, a matter still unsettled.

Eastern-Kowloon Railway, British Section.—The cost of running this section is estimated for next year at \$183,000 of which \$38,000 is in accordance with the usual railway practice in the first year of operation, charged to capital.

Interest on advances for construction amounts to \$100,000. This is a new charge on revenue account as such interest has hitherto been debited to cost of construction.

Charge on account of Public Debt.—Another new item of \$55,371 has been inserted under this head being half year's payment of 7% to the Sinking Fund in respect of the Loan raised for advance to the Victoria at Wanchow and for railway purposes generally. The contribution is at the rate of 1 per cent. per annum and commences with the second half of 1911.

Pensions show an increase of \$10,000 (an increase arising generally from the growth of the service) and charitable services of \$4,000 in round figures due to grant to the new Chinese Hospital in Kowloon.

Public Works Extraordinary.—The items which require special mention are:—Kowloon Town Staff Quarters.—It has been found necessary to provide for quarters for the European staff with the consequent increase in the revised estimate of \$7,900.

The estimate of the Tuen Wan Police Station was made some years ago and on revision an increase of \$5,500 has been found no essay.

The following new buildings have already been begun this year:—Aberdeen Market and Slaughter House, Workshop and Shed at the City Disinfecting Station, and a Hospital at the Lai-chikok Quarantine Station, and Quarters for the Staff of the Imports and Exports Office.

The following are in part provided for next year:—The New Magistracy which will supply a very long felt want.

Reconstruction of the old Western Market. This market is very dilapidated and its reconstruction will prove remunerative.

Stables at Yau-mai Disinfecting Station for bullocks used in traction.

Sanitary Inspector's Office and shed in the Wanchai District.

Lighthouse and Quarters at Caping Island. Additional Storey for the Yau-mai School to provide for an increase in the demand for accommodation.

Under the heading "Communications," a sum of \$60,000 for new roads in the New Territories has been provided. This sum should suffice for the completion of the road from Civic Peak to Sha-tau-kei.

Under Drainage, \$5,000 has been provided for training Nullahs, being \$10,000 in excess of the usual Vote.

\$300,000 has been provided for the Mongkokui Typhoon Shelter, \$36,000 of which will be defrayed out of the Special Light Dues and 204,000 from surplus balances.

Under heading "Miscellaneous" (1) \$10,000 is provided for fencing the new ground in Royal Square, and (2) \$20,000 for a pier in substitution of what is commonly known as Queen's Statue Pier.

Under heading "Waterworks" provision has been made to the extent of \$30,000 for the extension of Shaukiwan waterworks due to the large expansion in that District and of \$30,000 for an additional reservoir at West Point which will improve the distribution to that part of town.

Under heading "Public Works Extraordinary" a sum of \$10,000 is provided for the extension of the waterworks at West Point which will improve the distribution to that part of town.

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AMERICAN TOURISTS IN HONGKONG.

ARRIVAL OF THE "EXAMINER" PARTY.

13th inst.

A party of 114 tourists, organized by the Los Angeles Examiner, arrived from America via Manila by the steamer Mongolia this morning.

Among the many prominent business men of the south-west who are with the party, are several bankers who have contributed materially to the prosperity of a new land and now are here on a pleasure trip.

Mr. Ben A. Peckard, president of the First National Bank of Douglas, Ariz., with his wife and daughter Dorothy; Mr. Emil Gans, president of the First National Bank of Phoenix, and twice mayor of that city; Mr. F. R. Hubbard, president of the Grapes Nuts Company, and Mr. Isaac T. Stoddard, a cousin of the President, are in the party.

G. I. Stamm of Los Angeles is a retired banker. He is accompanied by Mrs. Stamm and a son and daughter.

Frederick L. Allen, a prominent business man of Los Angeles and a member of the Chamber of Commerce of that city, was with the Los Angeles Chamber of Commerce excursion in 1907.

T. L. Lazarsky, a well known business man of San Diego, is accompanied by his two sisters and John Long, a retired banker of the same city.

Some others are Charles A. Brand, manager of El Yogan Hotel, San Cayon, Ariz., and his wife, Dr. S. G. Grow of Los Angeles, John J. Jones of El Paso, Tex., Mr. and Mrs. James E. Dunbar, proprietors of the Van Nuys Hotel of Los Angeles, the wife and two daughters of Walter L. Vall, a big cattleman of Arizona, and California.

Mr. T. G. Norris, wife of a well known lawyer of Prescott, Arizona. John P. Newell, a retired business man of Los Angeles, and his wife, Miss Annie C. McGinnis, sister of F. S. McGinnis, travelling secretary agent of the Southern Pacific Co., their son, Mr. Joseph McGinnis, and Miss Marie R. Rock, Mr. and Mrs. F. T. Tanagerman, of Los Angeles, Clifford R. Horner, of the Oil and Metals Bank of Los Angeles and Mrs. Horne, J. E. Huxtable, president of the Douglas Drug Co., of Douglas, Arizona, and his wife, and Harry Kay with large land and irrigation interests in Arizona.

VISIT TO CANTON AND MACAO.

During their brief stay in Hongkong the party, even though under adverse weather conditions, have done much sightseeing; but Canton and Macao, from the point of historical associations, will form the party's most interesting objectives. We have been informed that the entire party, consisting of 114 persons and guide have completed arrangements with the Hongkong, Canton and Macao Steamship Co., Ltd., for their return to the mainland.

According to present plans, the party embark on board one of the River "queens" early to-morrow morning for Canton, and as the fastest and the most commodious boat will be placed at the disposal of the American visitors, they are expected to reach the Southern capital in a little over five hours from leaving the Hongkong wharf. The tourists will thus be afforded ample time during the best part of Wednesday to do "the most important sights of Canton and return in time to Shanghai to catch an eight o'clock boat on their return to Hongkong.

On Friday excursion, too, the management of the Hongkong, Canton and Macao Steamship Co. has been entrusted with the entire transport arrangements. After the practical demonstration of their ability to handle in a thoroughly satisfactory manner large parties of the touring public—as evidenced on the occasion of the Clark visit in the year when twelve hundred passengers were catered for without a single hitch—there is every reason to believe that the Examiner tourists will carry away with them a pleasant recollection of the efficient services rendered them by the management of the Hongkong, Canton and Macao Steamship Co.

The acting secretary of the Steamship Co., Mr. J. A. Arnold, is too much alive to the convenience and comfort of his Company's patrons to neglect even the smallest detail to make the journey to and from Canton and Macao anything but a pleasure to those participating in the tour to-morrow and Friday.

D. S. CONSUL-GENERAL.

MR. G. E. ANDERSON'S ARRIVAL.

13th inst.

Mr. G. E. Anderson, the new Consul-General for the United States in Hongkong, arrived by the P.M.S.S. Co's s.s. Mongolia this morning.

Consul-General Anderson has been serving at San Francisco and after his assignment to Hongkong paid a visit to the United States. China will not be a new experience to him because of his long years of service here in the consular corps, I may say the last post at which he was stationed.

During his recent brief stay in Manila, Mr. Anderson was greatly interested in the Philippines and devoted as much time as possible while there in studying conditions and getting in touch with the officials of the Government and the business interests. He called on Governor-General Forbes and other insular officials.

Consul-General Anderson, like many other men in the American consular service, graduated from journalism. His home is in Illinois and he was publishing a newspaper in that state when first appointed to the service.

Speaking to a Manila Times representative the other day, he said: "Yes, I am one of the many newspaper men now in the consular service. I read law as an adjunct to my newspaper work and curiously enough many of the other newspaper men now serving as consuls and consul-generals did the same. Consul-General Griffith of London is a newspaper man and so is Consul-General Wilder at Shanghai and so are a score of others that could be named."

And disclaiming any desire to speak for myself, I am convinced that newspaper work has in it many elements that go to train and fit men for the consular service."

Peking, September 5th.

Conferences are still being held at the Palace. Intrigue appears to be rampant. Yuan Shih-kai's chances are declining owing to the obstruction of the Emperor's will by the party, which, realising the opportunity afforded by the crisis in striving for mastery.

A scheme has apparently been evolved providing that the Emperor's Regent shall replace the Prince Regent as nominal head of the Government, while a Council of Thirteen, named by two Princes and a Manchurian Minister, will direct affairs. The scheme is considered to be hopeless and probably represents the final effort to restore reactionary, petticoat government.—M. C. D. News.

Peking, September 5th.

COLLAPSE AT LYNHURST TERRACE.

ROOF OF FRONT ROOM FALLS IN.

13th inst.

House collapses in the Colony have been of somewhat frequent occurrence of late and this forenoon yet another was added to the list.

The scene of the latest crash is the front room of No. 11, Lynhurst Terrace. The accident occurred shortly after eleven o'clock this morning, the roof falling in with a resounding crash without any previous indications whatever of the occurrence having been given. Fortunately, no casualty has been reported and so the unpleasant incidents usually attached to these dangerous but common occurrences are in the present instance eliminated. Immediately after the accident the Sanitary Board was informed of the matter and shoring operations were at once commenced. We are given to understand that the walls are in a precarious condition and are in danger of giving way.

In view of these frequent cases of collapse, it would be a wise step on the part of the authorities to institute a thorough inspection of the Colony's buildings, with a view to pulling down those tumble-down structures which have always proved a menace to life and property.

THE SEAMEN'S INSTITUTE.

COMMODORE BYRES' APPRECIATION.

14th inst.

Soon after the arrival of Commodore Byres in Hongkong, he took occasion to visit the new magnificent Seamen's Institute at Wanchai. That visit was made in company with the Bishop of Victoria, Sir Hornumjee Mody, the magnificent donor of the building, Hon. Mr. W. Chalmers, C.M.G., and others.

A report of the official naval visit appeared in the Hongkong Telegraph at the time. We also stated that so pleased was the Commodore with his inspection, that he promised to write to the Bishop in reference to that visit. The Commodore's letter to his Lordship has been communicated to the "Institute."

My dear Bishop of Victoria, I write these few lines to tell you how much I was impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that all the many works which are undertaken with social improvement in view there are none which as well repay the efforts expended as the Institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Though one of the most useful and deserving classes of the nation, they have, I think, shared least in the general rise in the standard of living and comfort which has taken place in about 30 or 40 years, and by reason of the nature of their occupation it is more difficult for the church to do her duty by them than by almost any other class of men. These facts give extraordinary value to the work of the Society and its chaplain.

I was very much impressed with the Institute at Wanchai; its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt, I think, that the men who are the beneficiaries of the building, and the well-being of the seamen, whose duty brings them to Hongkong, and has fruitful source of good influence among them.

I am very pleased to comply with your invitation to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun.—Believe me, Yours sincerely,

C. E. BYRES.

One cannot help noticing the mission, in that admirable letter of appreciation of all reference to the very generous donor of the building, that Sir Hornumjee M. Mody—but for whose timely assistance the Seamen's Institute would have been a mere dream, and I have no doubt, I think, that the men who are the beneficiaries of the building, and the well-being of the seamen, whose duty brings them to Hongkong, and has fruitful source of good influence among them.

It is very doubtful if Sir Hornumjee himself—who has been so fittingly styled the godfather of the Colony—would take note of the fact that his name was not associated with others to whom so much credit has been given for promoting the interests of Hongkong of "these who go down to the sea in ships." But having regard to the other helplessness of the clerical body to obtain the wherewithal for the raising of a building of the type now existing in the Island for the benefit of the seamen until Sir Hornumjee generously stepped into the breach and made his magnificent offer of \$35,000 since raised to \$50,000, we consider that the least that might be given him is the just due to that liberal-hearted gentleman who has more than once so prominently come to the Colony's rescue when a question of lowering the private purse strings was concerned. At the risk of offending Sir Hornumjee Mody's modest modesty we would say: "Palman meriti qsi ferat."

PARI-MOTURE IN JAPAN.

TRIAL OF HIGH PERSONAGES.

On Wednesday (31st ult.) the public trial was commenced in the Tokyo Civil Tribunal, of the charge against Mr. Katsura Jiro, a younger brother of the Premier, and his wife, Mr. Yamamoto-Kijiro (a leading Tokyo actor known as "Nakamura Shikan"), Mr. Fujita Kenichi (manager of the Oriental Salt Company), Mr. Kozuka Tetsu (a director of the company), Asakura K. K. (Vice-President of the Tokoku News Agency), Mr. Hirose Hirotsugu (proprietor of the Kwagatsura, a well-known restaurant in Tokyo), and Mr. Namba Tokuji (a publisher), of having bought or sold pari-mutuel tickets at the recent races in Tokyo. As most of the defendants were persons of some consequence, the Court-room was crowded with interested spectators.

According to the Tokyo Asahi, all the defendants, with the exception of Mr. Namba, who was charged with having sold the tickets, were allowed to be represented by deputies. The reason for this was that the defendants are considered to be liable only to a fine not exceeding ¥1000 if convicted, without imprisonment. A number of lawyers appeared for the defence. Mr. Namba was first examined, and admitted having sold a few tickets to the other defendants. The price charged was ¥5 each, and the whole thing was done for amusement, as he took great interest in horses. He was received to per cent of the proceeds from the tickets as commission.

The representatives of the other defendants admitted that the persons they represented bought the tickets. Mr. Yonetsu, representing Mr. and Mrs. Katsura, admitted that they had bought the tickets, but did not know if they had violated the race-course on the days on which they were alleged to have purchased the tickets. The examination of the facts of the case progressed rapidly, and on being concluded, the proceedings were adjourned.—Japan Chronicle.

THE ACCIDENT TO THE "HAICHING."

NO DAMAGE REPORTED.

14th inst.

We reported yesterday the accident to the Douglas s.s. Haiching which was stranded ashore on the Coast Rock during the gale on Thursday night. The result of the survey yesterday when the steamer was dry-docked, for an examination is now known. We are pleased to be able to state that the Haiching has sustained absolutely no damage, which is matter for gratification to all concerned. The steamer was undocked about 6 p.m. yesterday and will shortly resume her service on the Coast.

NEW E. AND A. LINER.

"ST. ALBANS" IN PORT.

15th inst.

The E. and A. Company's new steamer, St. Albans, which arrived from Japan to-day, is on her maiden trip to Australia. The vessel will enter the Australian trade, being due at Sydney during the month of October. Particulars have been received of the new liner, showing that she is a handsome, up-to-date steamer. The St. Albans was built at Belfast, Ireland, and does not possess the clipper bow of the Empress, Empress, and Albatross, with which were now familiar at this port. A striking feature of the ship's exterior has been put in. Schooner-rigged, has a poop and forecastle and bridge decks, and over the latter a promenade deck shaded by a light blue deck; being built on the cellular, or double bottom, system, with deep bilge keels, to minimise rolling. There is accommodation for 61 first saloon passengers, 36 second, and 150 third. The first saloon passengers are berthed in 27 double cabins, and 9 single ones on the upper and bridge decks. These cabins are large and airy, fitted with wardrobes, electric fans, lights, and bells, etc.—and those on the upper deck have double lavatories. All cabins have port, or square windows.

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The first dining saloon is on the fore part of the upper deck, and is fitted to seat 68 at tables arranged for parties of 4, 6 and 8. The drawing and smoke rooms are on the promenade deck, both being fitted to ensure the greatest comfort. The second saloon passengers are berthed in large and comfortable cabins on the port side of the upper deck, amidships. These cabins are fitted with electric fans, lights, and bells, etc., and have a fitted in the ship's side for the upper and lower berths. The second dining saloon is on the after part of the deck, and the lounge and smoke rooms are on the after part of the bridge deck. Steerage passengers accommodation is in the poop and on the 'tween deck, forward in well-ventilated and most comfortable quarters. The steamer's engines are on the direct acting inverted type, supplied with steam from four boilers of the circular multitubular type, and maintain a speed of 300 miles daily, but more if necessary.

Wireless telegraphy is arranged for, and will be completed when the steamer is at sea along the north coast of Australia. The vessel's carrying capacity is 4,750 tons dead weight, and cubic contents of 167,000 feet, 35,000 feet of which is insulated for the carriage of frozen meat, butter, etc., and 4,000 feet for fruit and vegetables. Ample insulated space has been arranged for ship's stores. The ammonia system of refrigeration is adopted, all being installed under the direct supervision of Lloyd's. A large portable swimming bath is arranged on the upper deck, which will be much appreciated in the tropics.

When recently at Shanghai the public were invited to go over the vessel. After making an inspection of the vessel, the party were entertained to lunch on board. Mr. J. M. Practice, in a felicitous speech, proposed the health of the owners, the toast being suitably replied to by Captain Lloyd. The general impression formed by the guests was that the new vessel is an improvement in many respects as compared with any of the earlier steamers of the E. and A. Co., a special feature being that all the second-saloon accommodation has been placed amidships. In all respects the vessel marks an advance on any of the vessels now running in the trade between Australia, China and Japan.

VICTORIA DIOCESAN CONFERENCE.

AGENDA LIST.

The Victoria Diocesan Conference will be held at St. Paul's College from 11 a.m. to 1 p.m. and 2 to 4 p.m. to-morrow, 14th inst. The agenda paper is as follows:—

1. Opening prayer.
2. The Bishop's address.
3. Appointment of secretary to the Conference.
4. Reports of Committees.
5. Report of the Shanghai Conference 1910.
6. Consideration of the preamble, constitution and canons of the General Synod put forth provisionally at that Conference, and resolutions thereon.
7. Appointment of committee for Diocesan origin's union.
8. Report of Joint Conference of Pan-Anglican Clergy.
9. Formation of a Diocesan Board to hold property in China.
10. Trapal of the Bishop of Kwangsi and Huonan re the work of the Church in the Province of Kiangsi in this Diocese.
11. Discussion on the supply and training of Chinese clergy and catechists.
12. Requests from the Bishops of Singapore and Labuan re Chinese Christian emigrants.
13. Resolution re the proposed Hotel in connection with the Hongkong University.
14. Any other business approved by the Chairman and Conference.

INTERIM ORDER SUSPENDED.

BANKRUPTCY MATTER TO BE SETTLED.

15th inst.

When the case of the Haag, Hing King who applied for a Receiving Order was called before the Chief Justice in the Bankruptcy Court this morning, Mr. M. W. Slade, Q.C., informed his Lordship that the whole matter was in process of settlement. The matter was practically arranged.

Mr. Potter.—The interim order should be suspended.

Mr. Slade.—Yes, your Lordship. After a short consultation between Counsel, Mr. Slade asked that the interim order should be suspended on terms of settlement being received, they need not appear before the Court again, as the order would cease automatically.

Mr. Potter.—That's what I want.

His Lordship.—O.K., yes.

Mr. Slade.—I ask for leave to withdraw the petition.

His Lordship.—I'll take that in Chambers.

H.M.S. "BEDFORD" DISASTER.

HONGKONG'S SYMPATHY.

Though the news of the disaster to H.M.S. "Bedford" was received in the Colony with universal regret and the deepest sympathy has been felt for the sufferers, nothing practical has yet been done to give expression to their feelings.

We are therefore extremely pleased to learn that a representative committee has been formed, with the approval of H.E. The Officer Administering the Government, to organize an entertainment the proceeds of which will be devoted to the relief of those who were dependent on the men who lost their lives in the disaster. The entertainment which will be held at the City Hall on Saturday, October 15th, will be of the variety description similar to that organized for the Typhoon Relief Fund in 1906, and will be given under the distinguished patronage of Their Excellencies The Officer Administering the Government, Major General Broadwood, C.N. and Commander Eyre, R.N.

The following gentlemen will form the committee:

Lieut. Col. Harard, D.S.O., The Buffs.
Lieut. Mellor, R.N.
Hon. Mr. Murray Stewart.
Hon. Mr. M. Kerwick.
Mr. H. W. Robertson.
Mr. N. J. Stubb.
Mr. G. Balloch.
Mr. R. Sutcliffe.
Lieut. C.E.G. Division, Hon. Sec. and Treas.

JAPANESE SUBSCRIPTION FROM NAGASAKI.

Subscriptions to the extent of ¥3,000 in aid of the fund for the relief of the families of the men drowned in the *Bedford* disaster have been raised in Nagasaki by the exertions of Mr. Kitagawa, the Mayor, Mr. Iyemura, Chairman of the Municipal Assembly, and Mr. Hashimoto, Chairman of the Chamber of Commerce. On the 7th instant Mr. Kitagawa the Mayor, visited Admiral Walslow on the *Albatross* in Nagasaki harbour, and placed the money at the Admiral's disposal, the latter expressing his thanks for the sympathy of the Japanese. The *Albatross*, with Admiral Walslow on board, *Momouchi*, and the *Minatome* were to leave Nagasaki for Yokohama on the way the squadron will visit the scene of the disaster *Bedford* off Otsuport. — *Japan Chronicle*.

FIRE-FIGHTING APPLIANCES.

MERRYWEATHER NOTICES.

It will be remembered that, on the 14th April last, we dealt in our editorial columns, with the subject of fire-fighting appliances in Hongkong and incidentally alluded to Singapore and Shanghai. We stated, that they have been equipping themselves with Bhand and Mason motor fire engines. We have since learnt that, as a matter of fact, Merryweather motor fire engines are the only ones that have been adopted in Shanghai and in Singapore also. The firm to whom we are indebted for the corrected information, states that in Singapore they have a motor steam fire engine, a combined "gas" petrol motor fire engine and fire escape, and a petrol motor fire carriage. While reverting to the subject of fire-fighting appliances, it may perhaps be usefully noted that the *Northampton Corporation* has just recently acquired a new motor fire engine. The engine develops 45 to 60 horse power R.A.C. rating, and is of Messrs. Merryweather's own design. There are four cylinders built in pairs, and the long stroke of the engine gives plenty of power at a comparatively slow number of revolutions for a petrol engine. Dualization is fitted, and after starting on the C.A.V. accumulator and coil the Bosch magnet takes up the sparking. Patrol is both gravitator and pressure fed, and after starting on the gravitator supply the engine pumps up split for its needs. Lubrication is also on the pressure system, which insures a regular supply to all parts. There are three speeds and reverse, worked on the gate principle, while after putting the engine in motion the locomotive drive may be worked from the steering gear switch on to the pump. The engine is of course, water cooled, the radiator being of a rapid cooling design built by Messrs. Merryweather. The firm also construct their own carburettor, which is centrally placed, giving an equal mix to all cylinders. The whole fire engine is electrically lighted, and small bulbs over the spark and throttle levers, etc., are an additional refinement. The machine can run up to 35 miles an hour, and will easily take a gradient of one in seven at eight miles an hour, carrying 1,500 feet of hose and twelve men.

During the test of the engine within the short space of two minutes a couple of seven-eighths inch jets were at work, the engine registering 140 lb. pressure, and the jets of water going up to a height of 100 ft. Then a single 1 1/2 inch jet was used with the same pressure, the two pipes being coupled, and the water rose majestically to a height of quite 200 feet. The third and final test was with four-eighths inch jets with 100 lb. pressure, and 100 to 150 feet was reached. A little bit just at the finish gave some of the crowd a bit of a dozing, but only put a little amusement into the proceedings.

Had the finances of the Colony been in a more flourishing condition than that decided by Sir Henry May yesterday in leaving the Estimates for 1911, we should feel tempted to urge the purchase by Government of one of those up-to-date engines to supplement the present equipment of the Fire Brigade Department.

"NEAT DIVING."

SHANGHAI'S YOUTHFUL CHAMPION.

The last issue of the *Shanghai Morning News* contains the following:

This week I am giving a photograph of Y.O. Remedios, whose age is sixteen; rather old for a Children's Page, is he not? But as he is hardly a man yet, and it is difficult to tell exactly when a boy really becomes a man, I thought it would encourage some of our Shanghai boys who are nearly his age. You know that Remedios has been at the best swimming school in Hongkong for the last week's swimming carnival. I am sure that all Shanghai is proud of such a magnificent diver. The Portuguese community especially are pleased at his brilliant victory. On the table beside Remedios you can see his prizes. There is the small cup, (the Interport Championship Cup) which means that Remedios is the best diver in all Hongkong and Shanghai this year. He is wearing a gold medal, which is given with the big bowl, by the Portuguese Club (United) because the winner can keep the medal, but must win the bowl again another year, before he can keep it altogether.

Standing beside Remedios is his teacher, Mr. Rossmann. I am told that Remedios has only been one year in Shanghai and only began to learn swimming eighteen months ago; and that this is his first Carnival. Also, that he is employed in the Hongkong and Shanghai Bank.

(The Shanghai champion was formerly of Hongkong. — *Ed. H.K.T.*)

A HABEAS CORPUS CASE.

CHINESE GOVERNMENT'S POSITION.

15th inst.

In the Supreme Court this morning, the Chief Justice, Sir Francis Pigott, delivered the following judgment in the case in which Mr. Eldon Potter applied for a rule nisi to be made absolute in the case of Li Yu Mui, a prisoner at Victoria Gaol:

I quite admit the force of Mr. Potter's argument that the practice now definitely established by *R. v. Zouwenhous* that the defendant may give evidence in defence before the Magistrate does make the interpretation of Bigham J's judgment in *re Shieh* extremely difficult, because the two statements in it, that you may not say "there is evidence one way and evidence the other way," and that yet you can say there is "no evidence" have to be reconciled. I am not prepared at present to express an opinion on this question, because I am clear that I am to hold that there is no evidence, in the sense in which I am asked to do this case, that is to say, no evidence worthy of the name, I can only do so by balancing the evidence or weighing the evidence, and so interfering with the exercise of the Magistrate's judicial discretion, and this is just what I cannot do. I am also asked to hold on the authority of certain English cases that the Court cannot take judicial cognizance of the fact that Shanghai is in the Empire of China, and that there is no evidence of this essential fact. None of these cases are extradition cases, in which the question would naturally frequently arise. But whatever the old cases do decide, I cannot hold that this Court in interpreting a treaty with China can say we know nothing of its terms which have been declared Treaty Ports. I am of opinion that the fact which one Contracting State must give to the statements of the other Contracting State, warrants the presumption that the place where the crime is alleged to have been committed comes within the territory of the other Party to the treaty, so far as locality is concerned, and that this throws the burden on the prisoner to prove the contrary. The rule must therefore be discharged. I must now give a definite ruling as to the *locus standi* of the Chinese Government in habeas corpus proceedings before the Court. The first case I cited when I came to the Colony was an extradition case in which the Chinese Government appeared. I was informed that it had been the practice in the Colony for some years, and in fact it was stated that the Colonial Government had been accustomed to stand aside allowing the Chinese Government to take charge. I hold that the Chinese Government has no *locus standi*. The Full Court in a recent case however held their attention called to what were looked on as precedents in the Courts at Home, and noting that my attention had not been called to them, allowed the Chinese Government to appear, but they refrained from giving a definite decision on the subject. I therefore allowed the Chinese Government to appear, and the case was conducted by the Counsel for the Government, but I considered that the matter was open for me to express a definite and confident opinion upon it. Now as to the so-called authorities, the point is an absolutely new one; the most that can be said is that a practice has grown up of allowing the foreign Government to appear, and that it has never been challenged, and therefore has never been considered by the Courts. In one case indeed, *in Guerin*, the *Banque de France*, the complainant in the *France*, were represented by Counsel. The practice seems to me to be entirely contrary to the English extradition ideas of extradition, the English extradition proceedings are in aid of the foreign criminal proceedings; they are instituted by the English Government at the request of the foreign Government. On this mere statement of the case it appears to me clear that the foreign Government came to have any voice in the matter—otherwise than diplomatic. It seems to me inconceivable that a foreign Government should first ask the English Government to act, and then construe that into a permission to conduct the proceedings. The letter and spirit of the Act are diametrically opposed to it. If it had been thought that extradition should have been easier than to have made a different procedure, and to say that the requisition should take the form of a request to appear before the English Courts to conduct the case. But there seems to me to be many reasons why such a course has not been adopted. The main one is this, that the foreign criminal proceedings have dropped out entirely, except so far as any evidence which may have been taken in them is concerned. Currency is not given to the foreign warrant; a whole English procedure has been superimposed on the foreign proceeding, at auxiliary to it, and further, the question before the English Courts is strictly one of English law; an arbitrary but convenient method of reference to the facts to English criminal law has been created; so that the questions before the Magistrate are essentially English from beginning to end. And on the habeas corpus the question is whether according to the principles of English law, that is, the English law of personal liberty and the English rules of construction of Act and Treaty, the person has been unjustly deprived of his liberty. In these proceedings, directly a requisition has been presented and the Secretary of State's order to the Magistrate made thereon, the foreign proceeding drops out. It is impossible to say that the foreign Government is the party aggrieved. For that there is any analogy between the position of the foreign Government and that of the complainant in an English criminal case. The English Bench is charged solely with the duty of ascertaining whether the English Government can comply with the request of the foreign Government. There is another side, it appears to me, very important reason against allowing the foreign Government to appear. Counsel for the Government take their instructions from the Government, and must therefore put forward the official interpretation of the Act or Treaty. The Court will decide whether that view is right or wrong. But it is quite conceivable that a foreign Government may not at all like this official view, and if it were allowed to appear independently, we should get the requesting Government arguing as to the duty of the requested Government—which seems to me impossible. This undoubtedly was the view of Lord Russell when he said in *re Gauray*. "The Law Officers of the Government of the day are expressing the desire of the Government that this extradition shall take place." In two treaties only is the subject dealt with, those with Spain and Switzerland, and I agree that the articles do lend some colour to the argument that the foreign Government has a *locus standi*, because they provide that in cases "where it may be necessary" the Spanish or Swiss Governments are to be represented by the English Law Officers, and vice versa. I am not very clear what the words "in cases where it may be necessary" really mean; but judging by *re Canton* where the Attorney-General appeared for the Crown, and the Solicitor-General for the arrangement for the Swiss Government, it seems to me possible that where a case of grave importance to the foreign Government, as that was, an agreement as to the necessity for its appearance may be come to, to assist in the deliberations. But it is quite clear that appearance independent of the English Government is never contemplated. It must be under

stood that I am dealing solely with the procedure after requisition—and with the application to the Magistrate for the summary warrant. The decision does not throw any practical difficulty in the way of extradition proceedings for the foreign Government can work behind the scenes, get together its evidence, marshall its witnesses, jointly it does not have the conduct of the case. Further I limit myself to the English Courts. I refer to this because in some treaties, notably that with France, there are references in the French procedure article to the British Government, which might possibly bear the construction that the British Government appears before the French Courts. I am quite in the dark as to what the procedure in foreign Courts is. I am therefore of opinion that the Chinese Government has no *locus standi*.

THE HONGKONG COTTON SPINNING, WEAVING & DYING CO., LD.

ANNUAL REPORT.

16th inst.

The report for presentation to shareholders at the thirteenth ordinary meeting to be held at the offices of the general managers on Saturday, 24th inst., at 11.15 a.m., states:

The general managers beg to submit a statement of accounts covering the period from 1st August, 1909, to 31st July, 1910.

The balance at debit of profit and loss account is \$12,433.08, after deducting the sum of \$26,770.81 brought forward from last year, shows a net loss of \$14,337.73. It is proposed that this amount be carried forward to next year's c/c. account.

CONSULTING COMMITTEE.

During the absence of Sir G. P. Chater, C.M.G., Sir Hormusjee Modji was invited to take his place. Sir Hormusjee Modji and Mr. J. W. C. Barnard were being eligible after themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. F. Mainland in the absence of Mr. W. Hutton Polls, who officiated for re-election.

JARVIS, MATHESON & CO. LTD., General Managers.

Hongkong, 12th September, 1910.

BALANCE SHEET 31ST JULY, 1910.

Capital account	\$1,500,000.00
Undy creditors	855,317.84
Unclaimed dividend	4,033.30
Equalisation of dividend fund	207,000.00
	\$2,587,351.14

Assets.

Properties—comprising land, buildings and machinery	\$1,303,507.93
Furniture, as per last report	5,121.94
Since expended	3,745.00
Less written off per last report	3,745.00
	\$1,302,029.87
Sundry debtors	1,354,035.14
Cash	3,855.14
Cotton, Value of stock	240,135.87
Waste do.	454,300.00
Mill Stores do.	47,785.00
Coal do.	3,492.71
Life Insurance and taxes pertaining to period after 31st July, 1910	2,090.50
Profit and loss account	28,893.66
	\$1,993,214.27

PROFIT AND LOSS ACCOUNT.

To Loss in working	\$51,043.68
To Remuneration to consulting committee	3,000.00
To Auditor's fees	250.00
	\$54,293.68
By Balance from last year	\$5,727.03
By Transfer fees	103.00
By Balance	28,893.66
	\$54,723.69

STEAMSHIP ACCIDENT.

SECOND OFFICER KILLED.

The N.Y.K. steamer *Sumi-maru*, which arrived at Moji on Wednesday, the 7th instant, from Kobe, Formosa, brought news that the *Ryofu-maru*, a steamer owned by Mr. Harada, of Osaka, whilst on her way from Hongkong to Nagasaki, was caught in a violent storm near Formosa, and the set and lost. The steamer had some of her boats carried away by the high seas and lost two anchors. During the storm the second officer was killed. The vessel managed to reach Keelung on the 3rd instant, and lay shelter there.

TRADE OF NEWCHANG.

SATISFACTORY INCREASE.

We have received the following from the Newchang Chamber of Commerce:

The following comparative statistics of the trade of Newchang, taken from the Imperial Maritime Customs Returns for the year 1908 and 1909 will be found of interest as a swing, in spite of pessimistic forecasts, its port has more than held its own.

SEAMEN

1908	1909
Entered	61,500
Left	70,700

IMPORTS

Foreign Cotton Goods	Pieces	Value
Japan	1,175,784	\$7,725,890
Yarn	50,000	\$7,725,890
China	1,175,784	\$7,725,890
Yarn	50,000	\$7,725,890
Woolen Goods	Yards	\$2,000,000
Yarn	50,000	\$2,000,000
Foreign Metals	Pieces	Value
Silver	1,175,784	\$7,725,890
Gold	50,000	\$7,725,890

EXPORTS

Foreign Cotton Goods	Pieces	Value
Japan	1,175,784	\$7,725,890
Yarn	50,000	\$7,725,890
China	1,175,784	\$7,725,890
Yarn	50,000	\$7,725,890
Woolen Goods	Pieces	Value
Japan	1,175,784	\$7,725,890
Yarn	50,000	\$7,725,890
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Yarn	50,000	\$7,725,890
Woolen Goods	Pieces	Value
Japan	1,175,784	\$7,725,890
Yarn		

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.						
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,020,310	1/2 for first half year ending 30.6.10 @ ex 1/10 = \$22.45
National Bank of China, Limited	40,025	17	16	\$4,000 \$300,000	\$20,558	\$2 (London 2/6) for 1909
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,581 \$508,791	none	\$10 for 1908
North China Insurance Company, Limited	10,000	115	115	Tia. 235,000 Tia. 235,000 Tia. 235,000	Tia. 207,573	Final of 7/6 making 15/- for 1908
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$198,448 \$712,552	\$237,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$204,405 \$795,595	\$707,637	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$150,445 \$849,555	\$438,406	\$6 and bonus \$2 for 1908
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$150,445 \$849,555	\$438,406	\$27 for 1908
SHIPPING.						
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$17,748 \$200,000 \$182,252	Dr. \$2,777	\$12 for 1906
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	NIL	\$4 for year ending 30.6.1908
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$20,000 \$20,000 \$20,000	\$20,756	Dividend of \$12 for 30.6.10
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$18,000 \$18,000 \$18,000	47,517.2	\$6/- for 1907 on Preference shares only @ ex 1/10 = 3/- 15/-
Do. Do.	60,000	15	15	\$18,000 \$18,000 \$18,000	47,517.2	\$6/- for 1907 on Preference shares only @ ex 1/10 = 3/- 15/-
"Shell" Transport and Trading Company, Limited	1,000,000	11	11	\$11,000,000 \$11,000,000 \$11,000,000	\$12,000,000	\$12 in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 1/2 % for yr. ending 30.4. 1910 A bonus of 5 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$1,150	\$12 for 1906
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,000	\$10 per share for 1909
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$125,803	\$3 for 1897
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	15	15	\$15,000,000 \$15,000,000 \$15,000,000	4,433	Interim of 1/6 for 1910 (coupon No. 14)
Headwaters Mining Company	50,000	15	15	\$15,000,000 \$15,000,000 \$15,000,000	none	First year
Raub Australian Gold Mining Company, Limited	150,000	15	15	\$15,000,000 \$15,000,000 \$15,000,000	4,433	\$5 per share 1910 dividend
Oriental Consolidated Mining Co., Ltd.	500,000	15	15	\$15,000,000 \$15,000,000 \$15,000,000	4,433	Final of Gold \$0.65 for 1909 in all G \$1.15
DOCKS, WHARVES & GODOWNS.						
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000 \$18,000 \$18,000	Dr. \$8,460	\$1.75 for year ending 31.12.08
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$264,847	\$2 1/2 for 1909
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$125,765	No dividend paid this year
Shanghai Dock and Engineering Co., Ltd.	Tia. 55,700	Tia. 100	Tia. 100	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 6,881	Final of Tia. 3 making Tia. 6 in all for 1908
Shanghai and Hongkong Wharf Company, Limited	16,000	Tia. 100	Tia. 100	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 9,222	Interim of Tia. 1 for 1910
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tia. 100	Tia. 100	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 4,114	Tia. 6 for year ending 30.6.09
Central Stores, Limited	50,123	15	15	\$15,000,000 \$15,000,000 \$15,000,000	\$24,041	\$1.20 on old and 60 cents on first new issue
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$5,777	\$2.00 on old shares and 1.50 on new shares
Hongkong Land Investment and Agency Co., Ltd.	30,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$27,071	\$1.50 for half year ending 31.12.09
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,471	Final of \$1 making \$7 for year end. 31.12.09
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$260	45 cents for 1909
Shanghai Land Investment Company, Limited	75,000	Tia. 50	Tia. 50	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 6,000	Interim of Tia. 3 for 1910
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,058	Final of \$1.80 making in all 3.50 per share for 1909
COTTON/MILLS.						
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tia. 50	Tia. 50	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 10,001	Tia. 11 for year ending 31.10.09
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$9,553	50 cents for year ending 31.7.08
International Cotton Manufacturing Company, Ltd.	10,000	Tia. 75	Tia. 75	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 8,374	Tia. 7 1/2 for year ending 30.6.09
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tia. 100	Tia. 100	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 4,829	Tia. 6 for 1909
Soy Shee Cotton Spinning Company, Limited	2,000	Tia. 100	Tia. 100	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 2,373	Tia. 25 for 1909
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	5,004	15/6	15/6	\$1,500,000 \$1,500,000 \$1,500,000	2,648	15 % per share for 1908
China-Borneo Company, Limited	50,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	NIL	60 cents for 1909
China Light and Power Company, Limited	10,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	750,344	60 cents for year ended 28.2.08
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$6,002	60 cents for 1909
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,850	\$1.20 for year ending 31.7.09
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,890	Final of 40 cents making in all 75 cents per share for 1909
H. Price & Company, Limited	18,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,030	14 per cent. viz. \$1.40 for 1909
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7,616	Final of \$3 for 1909
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,176	Final of \$1 making in all \$2 for 1909
Maatschappij de Mijne, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tia. 2,500,000 Tia. 2,500,000 Tia. 2,500,000	Tia. 216,682	Interim dividend of Tia. 12 1/2 15th March Tia. 12 1/2 15th June & Tia. 12 1/2 15th Sept.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,014	60 cents on fully paid shares and 5 cents on \$1 paid shares for year ending 30.4.10
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 18,640	None
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 18,640	None
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tia. 20	Tia. 20	Tia. 1,000,000 Tia. 1,000,000 Tia. 1,000,000	Tia. 3,250	No dividend this year
Societe des Papiers et Papeteries de Tonkin	13,300 Benefit shares 1,300	50 Makong Makong	25 Makong Makong	none none none	none none none	First year None
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$11,006	None
Steam Laundry Company, Limited	60,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$27,86	10 % for year ending 31st May 1910
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	none	60 cents for year ending 31.12.08
United Asbestos Oriental Agency, Limited	16,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$4,000	60 cents per ord. share for year ending 31.5.09
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,041	25 cents for 1909
Watson (A.B.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,613	5 % for 1909
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$78	None

HONGKONG AVERAGE MARKET
PRISES.

Corrected 15th Sept., 1910, 200 cts. per 5 Mts.

BUTCHER MEAT.

Beef steaks & prime cut—Moi Lung Pa B

Corned—Ham Ngau Yuk

Roast—Shiu

Beast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Sirloin—Ngau Lan

Sausages—Ngau Yuk Chuan

Bullock's Brains—Know

Tongue fresh—Ngau Li

Corned—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sum

Hump, Salt—Ngau Kin

Feet—Ngau Kook

Kidneys—Ngau Yiu

Tail—Ngau Mai

Liver—Ngau Gon

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau Chai

Lamb—Ngau

Mutton Chop—Young Pal Kwat

Leg—Young Pal

Shoulder—Young Pal

Pigs' Chitlings—Gai Cheong

Feet—Gai Kook

Fry—Gai Chai

Head—Gai Tau

Heart—Gai Sum

Kidneys—Gai Yiu

Liver—Gai Kon

Pork Chop—Gai Pal Kwat

Corned—Ham Gai Yuk

Leg—Gai Pal

Fat or Lard—Gai Yau

Sheep's Head and Feet—Young Tau

Kook

Heart—Young Sum

Kidneys—Young Yiu

Liver—Young Gon

Sucking Pig, To Order—Gai Chai

Suet Best—Sang Ngau Yau

Mutton—Sang Young Yau

Veal—Gai Chai Yiu

Sausages—Ngau Chai Yuk Tong

SHARK—Sa Yu

Skate—Fo Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tai Sa Yu

Teuch—Wan Yu

Turbot—Cho Hoi Yu

Turtles, small, fresh water—Kao Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yau

Apples, (California)—Kam San Ping

Kao

(Ghafo)—Tin Chun Fong

Small—Hoi Tong

Onion—Yan Lai Chai

Banana, fragrant, Canton—Sang Sheung

Honeydew

(brides), Macao—San Heung Chai

Cherries, Chinese—Fong Lai

Gambola—Young Tau

Coconuts—Yeh Tai

Grapes—Sin Tai

Lemons, China—Ning Moong

Limes, Small—Lai Chai

Limes, Fresh, Lai Chai

Limes, (Salmon)—Sal Keng Ning

Mango, Manila—Lai Sung Moong

Mango, Saigon—Sal Keng Moong